Second Series, Vol. LXII—No. 11. Tuesday, March 27, 1962
Chaitra 6, 1884 (*Saka*)

LOK SABHA DEBATES

(Sixteenth Session)

(Vol. LXII contains Nos. 11—14)

LOK SABHA SECRETARIAT
NEW DELHI

ONE RUPEE (INLAND) FOUR SHILLINGS (FOREIGN)

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GMGIPND—LS II—2066 (Ai)LSD—16-4-62—900

CORRIGENDA

TO

Lok Sabha Debates pertaining to Sixteenth Session, 1962 (Second Lok Sabha)

Volume and date of Debate	Col. and line in which the error occurs	For	Read
Vol. LXI dated 12-3-62			
	Col. 40 Line 10	VC	13
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	Col. 79 Line 5 (from bottom)	being	be
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	Col. 133 Line 3 (from bottom)	SPEAKER	DEPUTY-SPEAKER
	Col. 163 Catchname	[Shri Abid Ali]	[Shri Harish Chandra Mathur]
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Vol. LXI dated 14-3-62			
	Col. 224 Line 37	harnest	harness
	Col. 226 Line 4	**Thimmaih**	**Thimmaiah**
	Col. 226 Line 15	**Palankyandy**	**Palaniyandy**
	Col. 250 Line 1	bateriological	bacteriological
	Col. 301 Catch Word	Shri Jawaharlal Nehru	Shri Joachim Alva
	Col. 305 Line 33	have	that
	Col. 338 Line 3	konkons	konkoni
	Col. 377 Line 22	that the	that he
	Col. 389 Line 38	donr	donor
	Col. 402 Line 16 (from bottom)	281—83	281—383
Vol. LXI dated 15-3-62			
	Col. 405 Line 11	**Bhakst**	**Bhakt**
	Col. 419 Lines 12-13 & 14	یا کسوز	یا کسوز
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	Col. 442 Line 8 (from bottom)	**45.**	***45.**
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	Col. 556 Line 1 (from bottom)	कार	प्रकार
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	Col. 596 Line 14	ऊन	उन
	Col. 614 Line 3	हमें	हम
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	Col. 843 Folio heading	*Resolution* re Social	*Resolution* re *Social Service by University Students*
Vol. LXI dated 19-3-62			
	Col. 868 Line 5	domoicilary	domiciliary
	Col. 902 Line 27	2798	3798
	Col. 918 after Line 12	*insert* RAIL ACCIDENTS	
	Col. 926 Line 13	tive'	vice
	Col. 928 Line 5 (from bottom)	Naya	Nayar
	Col. 965 Line 9	*delete* number of	
	Col. 968 Line 24	Government	Governor
	Col. 969 Line 9	upt	put

Volume and date of Debate	Col. and line in which the error occurs	For	Read
Vol. LXI dated 19-3-62 —*contd.*	Col. 971 Line 19	sotices	notices
	Col. 979 Line 24	scteel	steel
	Col. 1003 Line 2	DEBATE	MOTION
	Col. 1046 Line 7	902-04	905-06
	Col. 1046 Line 8	904	906
	Col. 1046 Line 9	904-06	906-07
Vol. LXI dated 20-3-62	Col. 1179 Line 31	प्रानरेबर	प्रानरेबल
	Col. 1182 Line 17	गहुत	बहुत
	Col. 1183 Line 7 (from bottom)	दोन	दोनों
	Col. 1186 Line 15	اتی	اتلی
	Col. 1190 Line 17	ستو	ساتھ
	Col. 1219 Line 4	because	besides
	Col. 1227 Line 19	**Banrejee**	**Banerjee**
	Col. 1228 Line 5 (from bottom)	**Shri M.S. Banerjee**	**Shri S.M. Banerjee**
	Col. 1240 Line 2	लेउस	हाउस
	Col. 1266 Line 6	*delete* का	

Volume and date of Debate	Col. and line in which the error occurs	For	Read
Vol. LXI dated 23-3-62			
	Col. 1300 Line 7	براہ راست	براہ راست
	Col. 1309 Line 29	**Shivanajappa**	**Shivananjappa**
	Col. 1321 Line 2 (from bottom)	सख-	सर-
	Col. 1322 Line 6	मामस	मामले
	Col. 1358 Line 11	60	[*See* Appendix I, annexure No. 60]
	Col. 1371 Line 1	मब	सब
	Col. 1463 Line 9 (from bottom)	Advertisements	Advertisements on Political
Vol. LXI ed 24-3-62	Col. 1486 Line 21	a appoint	a point
	Col. 1580 Line 3 (from bottom)	संख्मा	संख्या
	Col. 1582 Line 6	व	वह
	Col. 1590 Line 6 (from bottom)	दे	दो
	Col. 1714 Line 29	move:	move :†
	Col. 1718 Line 6	Chira	Chirea

Volume and date of Debate	Col. and line in which the error occurs	For	Read
Vol. LXI dated 26-3-62			
	Col. 1764 Line 29	**The Minister in Ministry**	**The Minister of State in the Ministry**
	Col. 1826 Line 2	saying	saving
	Col. 1839 Line 15	ecept	except
	Contents Page iv Line 20	329-81	327-81
	Contents Page vii Line 22	1680-1714	1620-1714
Vol. LXII dated 27-3-62			
	Col. 1952 Line 7	thir	their
	Col. 1958 Line 15	mide	wide
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	Col. 2081 Line 10	comforting	corresponding
	Col. 2081 Line 8 (from bottom)	pur-cizag	pur-Vizag
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Vol. LXII dated 28-3-62			
	Col. 2144 Line 9 (from bottom)	place about manufacturing these in	taken place about manufacturing these
	Col. 3189 Lines 23-24	tion to the publication of such advervanaspati *viz.*, that there is no object-	Vanaspati *viz.*, that there is no objection to the publication of such adver-

Volume and date of Debate	Col. and line in which the error occurs	For	Read
Vol. LXII dated 28-3-62 —*contd.*	Col. 2190 Line 26	श्री भक्त दर्शन	श्री भक्त दर्शन
	Col. 2198 Line 12	Ratlam-Banswara Railway line	Railway overbridges in Bikaner City
	Col. 2266 Line 24	concerned	considered
	Col. 2269 Line 31	ven	even
	Col. 2270 Line 6 (from bottom)	Hohiuddin	Mohiuddin
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	Col. 2287 Line 3 (from bottom)	**Badhok**	**Madhok**
	Col. 2337 Line 5	Parsis which	Parsis for which
	Cols. 2341-42 Line 2	*Chaitra* 10	*Chaitra* 7
Vol. LXII dated 29-3-62	Col. 2377 Line 1	पाभाषा	परिभाषा
	Col. 2415 Line 26	conslusively	conclusively
	Col. 2456 Line 8	तर	तरह
	Col. 2512 Line 39	" That the Enacting Formula, as	**Mr. Speaker**: The question is :
	Col. 2526 Line 13	Hindi, should	Hindi, Hindi should

Volume and date of Debate	Col. and line in which the error occurs	For	Read
Vol. LXII dated 29-3-62 —*contd.*			
	Col. 2563 After line 22 *add* 286. Kerala Agrarian Reforms Act. 2378-79		
	Col. 2564 Line 37	2410-11	2410
	Col. 2564 Line 38	2410	2410-11
	Col. 2565 Line 19 (from bottom)	ed	ged
Vol. LXII dated 30-3-62			
	Col. 2570 Line 8	Laskshmi	Lakshmi
	Col. 2576 Line 3	कभी	ने कभी
	Col. 2576 Line 16	समा	समय
	Col. 2578 Line 2	गड़ी	बड़ी
	Col. 2583 Line 37	लगा	लगाये
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Vol. LXII dated 30-3-62 —*contd.*	Col. 2629 Line 6	felling	falling
	Col. 2668 Line 3 (from bottom)	ो, इस	तो, इस
	Col. 2671 Line 14	सरकार	सरकारी
	Col. 2677 Line 35	**An Hon. Member** : That is the in	**Shri Raghunath Singh** : There is no
	Col. 2681 Line 23	demium	medium
	Col. 2724 Line 9	कलट	कल्ट
	Col. 2770 Line 5	लेता	लेता हूं
	Col. 2772 Line 5	हें जन	हें जिन
	Col. 2772 Line 6	काम क	काम करने
	Col. 2775 Line 10	انڈسٹری	انڈسٹری
	Col. 2785 Line 4 (from bottom)	rap	raj
	Col. 2791 Line 24	32-A	312-A
	Col. 2791 Line 43 *delete*	2616.	
	Col. 2791 Line 44	2616-17	2616

Volume and date of Debate	Col. and line in which the error occurs	For	Read
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	Col. 2791 Line 48	2618-19	2617-18
	Col. 2791 Line 50	2619	2618-19
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	Col. 2798 Line 19	2880-90	2884-90
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GMGIPND—LS II—1189 (Ai) LSD—11-7-62—900.

LOK SABHA

Tuesday, March 27, 1962/Chaitra 6, 1884 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Nagas

*222. **Shrimati Ila Palchoudhuri:** Will the **Prime Minister** be pleased to state:

(a) whether Government of India's attention has been drawn to a report appearing in the Calcutta edition of *Amrita Bazar Patrika* dated the 14th February, 1962 that Mr. Phizo, the run-away Hostile Naga leader, now in England has submitted a memorandum to the International Jurists Commission at Geneva accusing India of committing genocide, murder and rape of Nagas and to make investigations of his charges as the Commission had done in the case of Tibet's charges against China;

(b) if so, whether Government have obtained a copy of the Memorandum; and

(c) if so, reaction of Government thereto?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes.

(b) Not yet.

(c) Similar allegations have been made by Phizo earlier and detailed enquiries which have been conducted have shown them to be baseless. The Government do not propose to take any notice of these or other similar activities of Phizo whose sole aim seems to be to gain publicity for his mistaken cause.

Shrimati Ila Palchoudhuri: Considering the fact that Mr. Phizo has said all these various things about India in Geneva and that the foreign papers have also given them publicity, may I know what we are doing to counteract these allegations in the foreign press?

Shrimati Lakshmi Menon: I have already stated in the answer that we just ignore them.

Shri Basumatari: What is the attitude of the present set-up, the Interim Government of Nagaland, as regards Mr. Phizo? May I know whether they want him to come back to India and, if he comes back, whether he will be accepted as a leader of the present set-up, the Interim Government?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The Interim Government obviously does not accept Mr. Phizo as a leader or anything; they are opposed to him. As for Mr. Phizo's coming back, there is no chance of his coming back here. And if he comes back there is still a warrant out against him.

Shri Hem Barua: Why is it that Mr. Phizo, a refugee from Indian justice, is allowed to philander about in London? Why is he not brought down to this country to face trial, because there are certain criminal cases pending against him?

Shri Jawaharlal Nehru: That involves extradition. At an earlier stage we considered this matter and we did not think it on the whole desirable to press for the extradition of Mr. Phizo.

Shri N. R. Muniswamy: Will we not be creating an impression in other countries that these allegations are

true, in the absence of any refutation of these allegations?

Shri Jawaharlal Nehru: The allegations have been answered in London and elsewhere at length, and more than once. So our position is quite clear.

Shri Hem Barua: May I know whether it is a fact that Mr. Phizo proposes to go to New York to invoke the provisions of the U.N. and, if so, whether he has been aided actively in this respect by any foreign agency?

Shri Jawaharlal Nehru: I cannot say what agencies are helping him in this matter. It is possible that some people are. Some people in London itself helped him in the past, for him to become a British subject, for him to go from Geneva to London. It is possible that those parties may be still helping him.

Plan Allocation for Industry in Orissa

*224. **Shri Chintamoni Panigrahi:** Will the Minister of **Planning** be pleased to state:

(a) whether the original plan allocation for the Third Five Year Plan in the field of industry for Orissa has been modified;

(b) if so, what are the modifications;

(c) what was the original plan allocation for the Third Plan for Orissa under the head 'Industries';

(d) whether any additional amount has been provided for;

(e) if so, what amount; and

(f) if not, how these modifications have been effected without increasing the amount as finally allocated in the Third Plan?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) Yes, Sir.

(b) Provision has been made for the inclusion of a new scheme for the establishment of a Heavy Industries Corporation under Large and Medium Industriels.

(c) The original plan allocation was Rs. 545 lakhs under the head' Industries' for the Third Plan for Orissa.

(d) Yes, Sir.

(e) Provsion of Rs. 50 lakhs has been recommended for a Heavy Industries Corporation in the 1962-63 Annual Plan.

(f) Does not arise.

Shri Chintamoni Panigrahi: What is this Heavy Industries Corporation, and what kind of industries are going to be started under the aegis of this Corporation?

Shri L. N. Mishra: They have tentatively decided to set up a cement factory, a spinning mill, structural fabrication works and a salt factory. There is also a proposal to set up a rolling mill and a calcium carbide plant.

Shri Chintamoni Panigrahi: May I know whether all these industries proposed to be taken up by the proposed Corporation will be government industries or there will be private participation in them?

Shri L. N. Mishra: This Corporation will also assist the private sector and will also set up some industries of its own also.

Jute Prices

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*227. **Shri P. G. Sen:**
Shrimati Renu Chakravartty:
Shri Indrajit Gupta:

Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Starred Question No. 39 on the 20th November, 1961 and state:

(a) whether the Buffer-stock Agency has started purchasing Jute in view of its low market price;

(b) if not, the reasons thereof; and

(c) the steps Government propose to take for holding up the prices of Jute as fixed by the Jute Commissioner?

The Minister of Commerce (Shri Kanungo): (a) and (b). The Buffer Stock Association is expected to begin its purchase operations before the end of March, 1962.

(c) Jute Commissioner has not fixed any price for jute. The Buffer Stock Association's purchases are expected to assure a fair price to the jute grower.

Shri P. G. Sen: Is it that when the growers won't have jute in their hands the buffer stock agency will operate?

Shri Kanungo: Yes the last years's crop is almost finished. But the buffer stock organisation will be useful in the future years also.

Shrimati Renu Chakravartty: May I know if it has been brought to the notice of the Governmet that certain mills of the Indian jute Mills Association are trying to sell their stored stocks back in the market and thereby depress prices?

Shri Kanungo: Government have no information about this operation.

Shri Indrajit Gupta: May I know whether it is a fact that the buffer stock agency has been demading that the State Bank of India should give a hundred per cent advance on purchases to be made, and whether that is one of the main reasons for the delay in the commencement of the operations?

Shri Kanungo: That point has been cleared. The State Bank of India has now agreed to provide hundred per cent credit. The delay was due to legal snags in registration.

Shrimati Renu Chakravartty: In view of the fact that the State Bank has now agreed to advance finance on a hundred per cent basis, is it known to the Government that at the present moment jute does not stand with the growers at all but is with the middlemen; and, if so, may I know whether this buffer stock agency which is now entering into the market will only benefit the middlemen and not the growers who have already lost their jute stocks?

Shri Kanungo: As I said earlier, the buffer stock agency is not for the last crop only but for the future crops also.

Shri Indrajit Gupta: A little while ago the hon. Minister stated that the buffer stock operations will commence before the end of March 1962. that means within another four days. The next crop is still a long way off to come in. Then, is it on the past stock that it will operate?

Shri Kanungo: The buffer stock agency cannot operate until prices sag down.

Shrimati Renu Chakravartty: Is it a fact that prices in the interior markets are below Rs. 30?

Shri Kanungo: It has happened in the past months, particularly in February, that the prices have been a little lower in outstations, but there are various factors for it, the non-availability of transport and various other factors also.

Shrimati Renu Chakravartty: How is it that Government has kept its pledge that it will actually help to keep the prices at Rs. 30?

Shri Kanungo: The idea is to maintain it at the Calcutta price. We cannot assure prices everywhere, because it depends upon various factors.

Shri Indrajit Gupta: Is the hon. Minister aware of the fact that, whereas the prices of raw jute quoted in the Calcutta market, the prices of the Assam Bottom quality quoted, are given almost daily at Rs. 30 in all the newspapers, in actual practice the prices fall very often, from month to month, below Rs. 30? And how is this figure given in the newspapers to mislead the people?

Shri Kanungo: I do not know what the sources of the newspapers are, but as I have mentioned....

Shri Indrajit Gupta: It is the market quotation.

Shri Kanungo: The newspapers get it, but Government has nothing to do with it. As I said, in February the prices did go down in several places to a small extent. Obviously, the Calcutta prices are quoted by the market reporters and I believe the different newspapers publish different versions of it.

Shrimati Renu Chakravartty: It is confusing.

Shri P. G. Sen: I come from Purnea, which is a jute growing area. The market price there is Rs. 18 to Rs. 20 a maund only. Thought the Minister says that it varies from Rs. 30, it is much below the floor price.

Shri Kanungo: The price I am mentioning is the Calcutta price. It has a differential of freight on that, and also quality.

Shri Braj Raj Singh: Can there be a difference of Rs. 12 per maund?

Mr. Speaker: We cannot go on discussing this matter.

Shrimati Renu Chakravartty: He says he does not know the market quotations, that the Government does not take note of them. The market quotation cannot be differently quoted by different papers. They are the same.

Shri Kanungo: Not necessarily.

Jute Goods

*228. **Shri Indrajit Gupta:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether there has been a scarcity of Jute goods in relation to overseas demand during the last 6 months;

(b) the steps taken to step up production by the Indian Jute mills;

(c) the monthly output of Hessian and Sacking from September, 1961 to February, 1962; and

(d) the average prices of raw jute during the same period?

The Minister of Commerce (Shri Kanungo): (a) There was a shortage of ready jute goods in September/October 1961. Exports did not, however, suffer on this account.

(b) With prospects of a bumper crop established in August 1961, mills not only returned to 48 hours a week working, but also unsealed 5 per cent looms with a view to increasing jute goods production. Mills are now at liberty to work all their looms provided power is available and demand justifies it.

(c) and (d). A statement is laid on the Table of the House.

STATEMENT

Month	Production of		Calcutta price Assam Bottom	
	Hessian (in '000' tons)	Sacking	Highest (in Rs. per maund)	Lowest
September, 1961 .	30·0	35·7	36·00	34·00
October, 1961 .	31·0	37·0	34·00	32·00
November, 1961 .	35·9	46·4	32·50	29·50
Deceber, 1961 .	37·2	48·8	31·00	30·00
January, 1962 .	38·6	46·2	30·00	28·50
February, 1962 .	37·2	41·9	30·50	28·50

Shri Indrajit Gupta: In the statement it is again stated here that even the Calcutta prices of raw jute fell in November, 1961 to Rs. 29.50, in January, 1962 to Rs. 28.50 and in February, 1962 to Rs. 28.50. So, I would like to know how it is that the jute Commissioner who is posted at

Calcutta acquiesces in the statement made every day that the market prices are never below Rs. 30?

Shri Kanungo: I mentioned just now that it as been lower in several places and in Calcutta also.

Shri Indrajit Gupta: May I know the steps taken to step up production by the mills? The hon. Minister has stated that they are being given permission to unseal all the looms. Is the Minister aware of the fact that after unsealing the looms it has been found that there is not enough yarn, that the mills are not producing enough yarn to supply the looms?

Shri Kanungo: I am not aware of the fact yet, but then I am also aware that the demand has slackened.

Shri Tyagi: The hon. Minister has confessed that there was shortage of jute goods in the months of September and October. I want to know the reasons which created this shortage.

Shri Kanungo: The main reason was the high price of jute because of the shortage of the crop.

Shri S. C. Samanta: May I know how many sealed looms were reopened in September and October last when there was high demand for jute goods overseas?

Shri Kanungo: There was not high demand, but then I have not got the exact figure of the number of looms which are working.

Shrimati Renu Chakravartty: In view of the fact that there has been enough confusion with regard to the production, the amount of raw jute produced and the prices, does the Government intend holding an enquiry into the entire question, the way in which the mills are producing, the question of raw jute prices etc.? otherwise, in the coming season there may be further confusion.

Shri Kanungo: There was an exhaustive enquiry about two years back, if I am not mistaken. I do not remember the exact year. That gives all the lines of action which are necessary.

Shri Indrajit Gupta: Is it not a fact that the internal demand in India for jute goods is steadily increasing, now accounting for about 40 per cent of the total production, and therefore the need to step up the total production by methods which will be in the interests of the country and the industry should be looked into again by the Government?

Shri Kanungo: I am not sure about 40 per cent, but it is increasing and we know about it.

Shri S. C. Samanta: May I know whether only the finer jute goods were in short supply abroad or other qualities also during that season?

Shri Kanungo: Large and profitable demand is for the hessian of a superior quality, and there we are facing keen competition.

Shrimati Renu Chakravartty: Two years ago the questions was one of falling demand. The situation today is one of increasing demand both outside and within the country. In such a situation is it within the contemplation of Government to hold another enquiry as to how to relate the mills production, the raw jute production and everything in this new context?

Shri Kanungo: As I said, the valuable report which was produced two years back gives all the possible lines in which it can be handled.

'Squatters' Colonies in West Bengal

***229. Shrimati Renu Chakravartty:** Will the Minister of **Rehabilitation** be pleased to state:

(a) the number of 'squatters' colonies accepted for regularisation in 24 Parganas, West Bengal;

(b) how far they have progressed in the direction of development and regularisation of possession;

(c) whether it is a fact that these thousands of refugee families have

received no help from Government in the form of house building loans or rehabilitation loans;

(d) whether on the other hand compensation is being sought to be levied on them; and

(e) whether matters are going to be speeded up and what steps Government propose to take to regularise these colonies?

The Deputy Minister of Rehabilitation (Shri P. S. Naskar): (a) 101.

(b) 72 colonies have so far been regularised in full and 6 in part. Development work has been taken up in 27 colonies.

(c) The schemes for squatters' colonies provide for rehabilitation assistance only in the form of acquisition of land squatted upon and the development of the colony after allotment of plots.

(d) The cost of acquisition of land and development of the colony is treated as loan to the squatter family concerned.

(e) All efforts are being made by the State Government to expedite the regularisation of these colonies.

Shrimati Renu Chakravartty: Is it a fact that in not one single squatters' colony in the 24 Parganas has the land been plotted and given to refugees, or have the title deeds been given to the plot-holders, and is it not a fact that not a single person yet knows the quantum of money he has to pay for possessing of that land?

Shri P. S. Naskar: Acquisition of land would cost not exceeding Rs. 1875 per plot and also the development cost of the colony.

Shrimati Renu Chakravartty: My question is that there has not been one single family which has received title deeds or the actual plot of land which they are to keep, and yet we are told by the Minister that there are 72 colonies which have now been fully regularised and that development work has een finished.

Shri P. S. Naskar: I did not say development work had been finished. I said in the original answer that development work had been taken up in 27 colonies.

Shrimati Renu Chakravartty: You answer my question. How many families have been given title deeds, who know exactly the quantum of money they have to pay?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): May I answer this way? Regularisation is something different from development. Regularisation means whether a man is eligible or not, when his eligibility has been verified by the State Government, that colony is developed according to a policy decision taken in consultation with the State Government some five or six years ago. That is what is being done by the State Government, but if she wants any particular detail about a particular colony, I shall be glad to collect the information. The number of colonies is 147 and the number of families involved is anything between 25,000 and 30,000

Mr. Speaker: She wants to know whether any documents of title have been handed over to these people, and whether steps have been taken to make them know the price.

Shri Mehr Chand Khanna: The expression used by the State Government is *arpan patra*. I do not know much about it. I do not know Hindi, I am sorry to say.

Shri Raghunath Singh: That is a Sanskrit word.

Shri Mehr Chand Khanna: That is the word used, and have information that in a large number of cases or at least in many cases these *arpan patras* have been given.

Shrimati Renu Chakravartty: May I know if the Government knows that these *arpan patras* have no legal documentary value at all, that they neither detail the amount which they have to pay, the title deed by which they hold it nor any other legal details which are necessary for them to be recognised by a court of law? There-

fore, this *arpan patra* thas absolutely no legal value at all.

Shri Mehr Chand Khanna: These lands have been squatted upon from a very long time. They belong to various people in the State. What we have been trying to do is to regularise the occupation of these unauthorised squatters. Before this regularisation can be done by the State Government, compensation has to be paid and the payment of compensation or the assessment of compensation is a very long process. That has gone on. But, if any particular information is required by the hon. Member about any particular colony or about any particular person, I can, certainly, make an effort to collect it from the State Government.

Shri Tyagi: Have Government accepted it as their general policy to regularise the squatter's possession of lands wherever they be; and, if so, on what conditions is this illegal possession regularised?

Shri Mehr Chand Khanna: The occupation is certainly illegal. It is very unfortunate; but it had to take place because when the displaced persons came in lakhs, they went and squatted on these lands. Many of them were in a position to find gainful employment. So, what we have done all these years is to rehabilitate them on the same sites on which they squatted on one condition only that the price of the land which has to be paid is not excessive and does not go beyond a certain ceiling.

Shri Tyagi: Are there cases where squatting has been resorted to even in Delhi not by refugees but by non-refugees as well and that too is getting recognised?

Shri Mehr Chand Khanna: I am afraid the question should be put to the Works Minister. do not deal with that.

Shrimati Renu Chakravartty: In view of the fact that very few government colonies and tenement schemes have been set up for the refugees of East Bengal and the majority of urban refugees have resettled themselves in those refugees colonies—in the squatters' colonies—and in view of the fact that this decision to regularise them has been taken about 7 or 8 years ago, could we know whether Government contemplate quickly finalising the giving of documentary possession to the refugees as well as coming to a decision as to the amount which would be given to them as loans, before any decision is taken for closing down the Ministry?

Shri Mehr Chand Khanna: The implications are rather very unfortunate. What we did in the western region was that we acquired lands; we developed them and we allotted them to the displaced persons. The position was quite the opposite in Bengal. The squatting took place and the Government was obliged to regularise the squatting. It is very unfortunate. But, as far as the giving of money or acquisition is concerned, no discrimination has been made between the displaced persons in the west and the displaced persons in the east. In both cases the money has been advanced by Government and it has been treated as a loan.

Shrimati Renu Chakravartty: No loans have been given to squatters' colonies.

Shri Mehr Chand Khanna: The cost of land and the cost of development will be treated as loan to the person who is a squatter; and he shall have to pay every penny of it. That has been the case even in the western region.

Secondly, this process is going on; and I can assure the hon. Member that the continuity of the scheme shall be maintained and there can be no question of any break.

Mr. Speaker: Next question.

Shri P. R. Patel: Question No. 231.

Shri Yajnik: Sir, may I request that question No. 242 may also be taken up along with this because it relates to stocks of cotton.

Mr. Speaker: Are they similar; is the Minister prepared to answer them together?

Shri Kanungo: They are only somewhat similar; but I can answer both of them together.

Mr. Speaker: Yes.

Requisitioning of Cotton

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*231. **Shri P. R. Patel:**
Shrimati Jayaben Shah:
Shri Oza:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) how many bales of cotton are requisitioned by the Textile Commissioner State-wise; and

(b) whether cotton co-operative societies and farmers have protested against the requisition order?

The Minister of Commerce (Shri Kanungo): (a) The information called for is being collected and will be laid on the Table of the House.

(b) Yes, Sir.

Stocks of Cotton in Gujarat

*242. **Shri Yajnik:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the Textile Commissioner of Bombay has been serving notices on cotton producers and ginning factories in Gujarat to freeze and requisition stocks of cotton in their possession;

(b) whether it is a fact that great and serious discontent is growing among all concerned with the growing and ginning of cotton throughout Gujarat as a result of this step;

(c) whether Government have given any instructions to the Textile Commissioner at Bombay to seize all the stocks of cotton with a view to supply the same to the Textile Mills in Gujarat and elsewhere due to the shortfall in the cotton crop this year; and

(d) whether in view of the general feelings aroused in the people and the Government circles in Gujarat, Government will give instructions to the Textile Commissioner to withdraw all the freezing and requisitioning orders given so far and normalise the situation?

The Minister of Commerce (Shri Kanungo): (a) to (d). A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 17].

Shri P. R. Patel: I would like to know whether because of the requisition order the prices have gone down and the cultivators suffer.

Shri Kanungo: No, Sir.

Shri P. R. Patel: Is it a fact that the price that is paid to the cultivators is less by Rs. 2?

Shri Kanungo: No, Sir; the ceiling price for that cotton is fixed.

Shri P. R. Patel: May I know whether the ceiling price that is paid at the time of requisitioning is much less than the market price prevailing at the time?

Shri Kanungo: We are trying to hold the market at the ceiling price.

Shri P. R. Patel: May I know whether while the cotton is requisitioned and given to the textile mill owner the prices of textile goods have gone up high?

Shri Kanungo: The prices of textiles have not gone high.

Shri Yajnik: The ceiling prices were fixed in 1952, about 10 years ago, for cotton. As everything has gone up in prices, has Government considered the necessity of re-assessing the ceiling price for cotton, especially in view of the fact that the cotton crop has very much deteriorated this time and the expenses have gone up very high?

Shri Kanungo: The floor and ceiling prices of cotton are settled every year. Last year they were settled; the floor was increased and the ceiling was held for various considerations. The prices for the next year will be decided before the crop comes in; that is about May.

Shri Yajnik: May I know if the Chief Minister of Gujarat has held a conference with the Textile Commissioner, at Bombay, and also with the representatives of the agriculturists and the ginning institutions and has come to certain conclusions about the stopping of freezing and attachment of cotton stocks?

Shri Kanungo: I have no information about it.

Shri Yajnik: It is rather strange; because the Chief Minister of the State has called a conference; and it is reported in the newspapers that at the instance of the Chief Minister the attachment and freezing of Cotton stocks has been held up for the time being and committees of representatives of interested parties have been formed at different places in order to advise the Textile Commissioner in the matter for future action.

Shri Kanungo: There has been and constantly is an appraisal of the procedures of survey and quota settlements in various regions. And, it is always done in consultation with the State Governments. This might be one of the same procedure. But then the power of requisitioning is there and will be continued because at present the crop is short.

Shri Heda: The hon. Minister has just now stated that after requisitioning, the price of cotton has not gone down. Does it mean that the ceiling price as prescribed by Government is the price that is quoted in the market? If the price which was quoted in the market has not gone down, what was the purpose of the requisitioning order?

Shri Kanungo: What I am saying is that by and large the ceiling prices have been held. Requisition is of only a very small quantity; out of a total of 43 lakh bales the requisitioning has been only of about 10,000 bales.

Shri Heda: That is a question.

Shri Kanungo: In extreme cases it had to be done. But the objective of this whole control is to prevent the scramble of the mills to go into the market for a particular variety. In any case, by and large, the ceiling prices have been held.

Shri Yajnik: Is Government aware that this action of the Textile Commissioner in freezing and attaching the cotton stocks is going to have a very depressing influence on the growth of cotton in Gujarat and that the cotton growers are being put to a loss of hundreds of thousands of rupees on account of the artificial depreciation in the price of cotton, forced by government?

Shri Kanungo: As I said the ceiling and floor prices for next year are under consideration and are likely to be announced somewhere in May. But, it has got to be remembered also that if the prices of cotton go up because of shortage of crop, then the necessary corollary is that the prices of textiles will go up also. We are trying to hold both.

Shri P. R. Patel: In view of the promise that has been given to the agriculturists in the Third Five Year Plan that they will be given remunerative prices for agricultural products, including cotton, I want to know whether Government has considered the costing of cotton.

Shri Kanungo: As I said earlier, every year, we consult the respective bodies, the consumers and the State Government, before settling the maximum and minimum prices. And, this year, we are going to do that. Costing is also taken into consideration and the Cotton Committee has representatives of large growers.

Shri P. R. Patel: My question was about remunerative price. What data have the Government got to say that the present ceiling is remunerative?

Shri Kanungo: I cannot argue about it. In matters of price we go by the advice of the cotton committee which has representatives of growers and State Governments.

Shri Thanu Pillai: What is the floor price? What is the difference between the cost of production and the floor price?

Shri Kanungo: I have not got the exact figures. Last year we raised the floor price by about a hundred rupees.

Coir Goods

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*232. { **Shri Vasudevan Nair:** / **Shri Punnoose:**

Will the Minister of **Commerce and Industry** be pleased to state:

(a) how much coir goods had been purchased and consumed by the various Ministries of the Government of India as per instructions by the Commerce and Industry Ministry during 1960-61 and 1961-62; and

(b) what steps have been taken for popularizing coir goods inside the country?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statement is laid on the Table of the House. [See

Statement

(a) Purchases made by various Ministries of the Government of India through the Board's Sales-depots during the years 1960-61 and 1961-62 (till February) are given below:

1960-61—RS. 91,558.

1961-62 (till Feb. '62) Rs. 94,005.

(b) The Coir Board has taken various steps to popularise Coir goods in the country. These include *inter alia* establishment of Show-rooms and Sales depots in big cities like Bombay, Calcutta, Delhi, Madras, Bangalore etc; participation in exhibitions held in different parts of the country from time to time; advertisements in newspapers and Journals; display of hoardings in important cities; exhibition of cinema slides, etc. A documentary film on Coir is also under preparation. The Board has also appointed accredited dealers for popularising and selling Coir goods.

Shri Vasudevan Nair: May I know whether the various Ministries are instructed to purchase a certain percentage of coir goods and also whether they stick to that percentage?

Shri Manubhai Shah: Yes, Sir. I am glad to inform the House that all the Ministries are co-operating with us and increasingly larger purchases of coir goods are being made by the Ministries and the State Governments.

Shri Punnoose: May I know whether the Defence Ministry also comes under the heading 'various Ministries' and if so what amount has been purchased by that Ministry?

Shri Manubhai Shah: Yes, Sir. As the House will realise, coir goods are not such a big item for each Ministry. When the requirements are there coir goods are given preference.

Shri Vasudevan Nair: It is stated in the statement here that a lot of propaganda is being carried on by the Coir Board for internal consumption. What is the trend in internal consumption?

Shri Manubhai Shah: As would be seen from the statement which I have placed before the House, it has greatly increased. From Rs. 34,629 some four years ago the present sale has gone up to Rs. 4·50 lakhs.

Shri S. C. Samanta: May I know whether the quality of coir goods that is used internally is the same as is being exported?

Shri Manubhai Shah: We are keen to export as much of coir goods as we can. It is only when the substitute fibres in the world develop we may have to increase domestic consumption. Within this limitation the coir goods are of the same quality for internal consumption as are being exported.

Shri Punnoose: May I know whether coir mats are being used in the barracks and in the military camps?

Mr. Speaker: He may not know. Next question.

All India Bank Tribunal, Bombay

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*233. { **Shri Yajnik:** / **Shri Arjun Singh Bhadauria:** / **Shri Jagdish Awasthi:**

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether Government have received the report of the Presiding Officer, All India Bank Tribunal, Bombay;

(b) by what time the report is likely to be published; and

(c) what are its main features?

The Deputy Minister of Labour (Shri Abid Ali): (a) No.

(b) and (c). Do not arise.

Shri Yajnik: May I know if the Government is aware that the bank employees are very seriously agitated over the short fall in their incomes and on account of the rise in the prices of all commodities?

Shri Abid Ali: No, Sir. They are fully compensated according to the award at present in force and I do not know of any agitation in any part of the country.

Film Festival in Czechoslovakia

*234. **Shri A. M. Tariq:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether India propose to participate in the Film Festival, Karlovy-vary in Czechoslovakia;

(b) if so, whether Government of India intend to send a film delegation; and

(c) if so, the composition thereof?

The Parliamentary Secretary to the Minister of Information and Broadcasting (Shri A. C. Joshi): (a) Yes, Sir.

(b) and (c). The Rules of the film festival do not provide for any film delegation being sponsored by the Government.

श्री अ० मु० तारिक : अगर यह दुरुस्त है कि रूल्ज इस बात को इजाजत नहीं देते कि डेलीगेशन बाहर भेजा जाए तो पिछले जितने फैस्टिवल हुए हैं उनमें हिन्दुस्तान की फिल्में किस तरह दिखाई गईं हैं और डेलीगेशंज का इन्तखाब किसने किया है जब कि बहुत से डेलीगेशंज के साथ इनफार्मेशन एंड ब्राडकास्टिंग मिनिस्ट्री के सेक्रेटरी भी गए हैं ?

(اگر یہ درست ہے کہ رولز اس بات کی اجازت نہیں دیتے کہ ڈیلیگیشن باہر بھیجا جائے تو پچھلے جتنے فیسٹیول ہوئے ہیں ان میں ہندوستان کی فلمیں کس طرح دکھائی گئی ہیں اور ڈیلیگیشنز کا انتخاب کس نے کیا ہے جب کہ بہت سے ڈیلیگیشنز کے ساتھ انفارمیشن اینڈ براڈکاسٹنگ منسٹری کے سیکرٹری بھی گئے ہیں -)

Shri A. C. Joshi: The correct position in the present case is this. The festival management will invite a delegation consisting of three film artists, representatives of the castes in the feature film. The question of the festival management inviting a delegation will arise only after the

feature film has been filed. In the present case the feature film has not yet been filed. So, the invitation will be forthcoming later.

Shri A. M. Tariq: Who is responsible for selecting these films? Is it the Ministry of Information and Broadcasting? What is the procedure for selecting the films?

Shri A. C. Joshi: Government has in the present case selected the film "Ganga Jumna" with the help of two persons: Shri Krishna Kripalani and Shri B. V. Warerkar, M.P.

Shri Heda: With a view to getting a price for the film sent by our country it is necessary to create a background publicity. In the last festivals where we participated we did not create any publicity to get our films properly exhibited. Is there any programme to have some publicity for the films that would be sent now to Czechoslovakia?

Shri A. C. Joshi: A statement is being made here on the floor of this House that a certain film is being sent to that festival. This by itself is publicity.

Shri Heda: When the films are sent by participating countries, they exhibit those films in that country before they actually enter into the competition so that there is a proper background and assessment about that film created in that country. Is there any programme to show this film in Czechoslovakia before it enters the competition?

Shri A. C. Joshi: I am sorry I cannot give that information.

Shri Vasudevan Nair: What steps are the Governmeint taking to see that films in the regional languages also get proper treatment while selections are made for international film festivals?

Shri A. C. Joshi: Due consideration is given to them.

Headquarters of Naga Rebels

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*235. { **Shri Raghunath Singh:** / **Shri Ram Krishan Gupta:** }

Will the **Prime Minister** be pleased to state whether it is a fact that Naga rebels have shifted their Headquarters to Burma?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): So far as we know, the Naga hostiles move about their headquarters constantly. According to our information, for some time, they were operating from bases in Burma. Subsequently, they were driven out from there by Burmese forces.

श्री रघुनाथ सिंह : बर्मा में इनका जो हेडक्वार्टर कायम हुआ है, उसके सम्बन्ध में हमारी सरकार और वहां की सरकार में कोई बातचीत हुई है और क्या बर्मा सरकार को कहा गया है कि इस प्रकार की कार्रवाइयां वहां से नहीं होनी चाहियें क्योंकि यह चीज हिन्दुस्तान के स्वार्थों के विरुद्ध है ?

प्रधान मंत्री तथा वैदेशिक कार्य मंत्री (श्री जवाहरलाल नेहरू) : जी हां, बातचीत हुई है और उनकी बार बार तवज्जह दिलाई है । बर्मा गवर्नमेंट ने कुछ कार्रवाई की भी जिसका अभी जिक्र हुआ है । उनको उधर से हटाया है । हो सकता है कि उसके बाद फिर वे चले जायें क्य कि आमदोरफ्त जारी रहती है । लेकिन बर्मा गवर्नमेंट ने पूरा इरादा किया है हमारी मदद करने का और उसने कुछ की भी है ।

Shri Hem Barua: May I know whether due to the emergence of a military regime in Burma the Naga hostiles are getting better opportunities to function from that terriory? If so, what steps are being taken to safeguard against this?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I do not think they are getting greater opportunities. There is no reason why a change in regime in

Burma should give them greater opportunities. Anyhow, we have not heard anything about that.

Shri Hem Barua: May I know the source through which it was located that the Naga hostiles had their headquarters for some time in Burmese territory? Was it through our agency or was it some hearsay?

Shri Jawaharlal Nehru: No, it is not hearsay. Our border officials met sometimes the Burmese border officials. They discuss the situation. Each supplements the other's information.

Shri Hem Barua: May I know whether our Government got this bit of information about the Naga hostiles functioning from the Burmese territory prior to Mr. Gavin Young's visit to the Burmese territory where our airmen were temporarily located, or after that?

Shri Jawaharlal Nehru: I do not remember when Mr. Gavin Young went there and said something about them, but I think our information was before Mr. Gavin Young went there.

Shri Hem Barua: May I know whether the Naga hostiles who have been operating from Burmese territory have succeeded in collecting the arms and ammunition locally there, and whether the Government have any information about that?

Mr. Speaker: Gathered from Burma?

Shri Hem Barua. Yes.

Shri Jawaharlal Nehru: We have no information about that.

European Common Market

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*240. { **Shri Indrajit Gupta:** **Shri Morarka:**

Will the Minister of **Commerce and Industry** be pleased to state the progress made in securing safeguards for Indian exports consequent upon Britain's negotiations for entry into the European Common Market?

The Minister of Commerce (Shri Kanungo): The question is under negotiation between the United Kingdom and the European Emonomic Community. The negotiations being confidential no statement can be made at this stage about thir progress.

Shri Indrajit Gupta: May I know whether it is a fact—it is widely reported in the press—that the Government of the United Kingdom has made it clear that the pre-condition for joining the ECM is that there should be a common, external tariff operating in the case of countries which are not members of the ECM and, if that is so, does it not automatically mean that India's existing rights in the British market would be very seriously affected?

Shri Kanungo: The latest position is this. All that we can judge is the statement by Mr. Heath on 10th October, 1961, wherein he has stated that while carrying on negotiations they will bear in mind the established interests of the commonwealth countries in the United Kingdom market.

Shri Indrajit Gupta: May I know whether it is a fact that in the case of commonwealth countries which may be exporting the same commodity to the British market, the present equality of treatment given in respect of all those countries will be respected?

Shri Kanungo: We do not know yet the first thing—namely, under what conditions the United Kingdom would join the common market. It is quite conceivable that the whole range of tariff of the ECM will apply to all countries and the United Kingdom also. I think it is conceivable But we do not know anything about it, because negotiations are still continuing, and the newspapers report that it will take a few months more to come to a stage where it can be considered specifically

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): It is not entirely in the hands of the United Kingdom. They themselves are dealing with the European common market people who lay down their own conditions. The United Kingdom Government may refuse to accept those conditions and not join the market. If they join it, it will be a matter of compromise between what the other people say and what they say.

Shri Hem Barua: May I know whether Government are aware of the fact that the 16-nation council of Europe has recently published a studied report in which it has been suggested that these commonwealth countries must be associated with an enlarged common market or allow free entry of goods to Britain as regulated by special protocol and, if so, may I know whether Government have assessed the reactions of Britain towards these proposals?

Shri Kanungo: I do not know what the statement is, to which the hon. Member is referring. The Rome treaty is the basic document on which we have to assess the actions of the ECM.

Shri Hem Barua: May I submit . . .

Mr. Speaker: The question has been asked whether our country will be an associate member and so on, and that has been answered.

Shri Hem Barua: My question is different.

Mr. Speaker: I will come to him. Shri Tyagi.

Shri Tyagi: Have the Government of the United Kingdom shown any inclination to consult or take into confidence all the other commonwealth countries who are not members of this NATO pact?

Shri Jawaharlal Nehru: Of course there have been repeated references and consultations, etc., but all these consultations ultimately amount to this: the United Kingdom Government say that they will try their utmost to safeguard the interests of the commonwealth countries, but to what extent they may be able to do so, it remains to be seen.

Shri Hem Barua: My information is this. It was reported in the newspapers the day before yesterday that the 16-nation council of Europe studied this problem and they have submitted a report. In that report, they have made some specific suggestions: one is, the association of the commonwealth countries with an enlarged commonwealth; the second is, continued free entry of exports into Britain as regulated by a special protocol; and the third is, a settlement on a product-by-product basis. These are the suggestions made by the council in the report. I just want to know whether that has been studied by us and whether the r actions of Britain to these recommendations are being ascertained by our Government.

Shri Kanungo: The European common market consists of six countries only.

Shri Hem Barua: I know it; am I a fool?

Shri Jawaharlal Nehru: The hon. Member is exaggerating this.

Shri Hem Barua: I put a specific question and wanted to know the answer. I know there are six members. I cannot understand why the hon. Minister should say it. This shows that the Government have not known the most recent facts.

Mr. Speaker: All that the hon. Member wants to know is whether it has come to the notice of the Government that a 16-nation council made certain recommendations. There are six nations concerned in this matter. I do not know which the other ten nations are which are parties to this.

Shri Hem Barua: It is a 16-nation European Council.

Mr. Speaker: Very well; is the Government aware of it?

Shri Kanungo: I am not aware of any meeting of the 16-nation council of Europe.

Shri Hem Barua: I would refer the hon. Minister to the news item in the *Statesman* of the day before yesterday.

Shrimati Renu Chakravartty: We have one of our topmost officials, Shri K. B. Lal, who is there to find out what is happening in the ECM. Could we know whether our Government has been informed as to the terms on which the negotiations are continuing regarding the entry into Great Britain, without tariff restrictions, of our export goods *versus* the ECM's counter-proposals on it? Do the Government have any information on that?

Shri Jawaharlal Nehru: We are getting reports from Mr. Lal who is our representative there at Brussels for this particular purpose. He is sending information. But the situation is a fluid one .It is nothing definite. He reports that such a thing is being discussed and pressure is being brought to bear for this and it is being resisted and so on. So, it is a fluid condition. It is difficult to say definitely what is likely to happen.

Shri Hem Barua: May I know whether the Government of the United Kingdom is unwilling to join the common market until and unless the concessions are extended to all the commonwealth countries as desired?

Shri Jawaharlal Nehru: I cannot answer on behalf of the United Kingdom. They have said that they will join the common market safeguarding the position of the commonwealth countries. But it must be realised that they are thinking of joining the common market because of considerable pressure on them—economic pressures political pressures and the rest. Again, in the end, they will balance these pressures and decide which way to go.

Shrimati Renu Chakravartty: Question No. 236 is an important question.

Mr. Speaker: Question No. 236 is about Utkal Machinery Limited. It may be answered.

Utkal Machinery Limited

*236. **Shri Joachim Alva:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the Utkal Machinery Limited sponsored by Larsen and Toubro Limited with a 4 crore equity capital is being established in India;

(b) if so, whether the majority of shares in the equity capital of the Company will be held by foreigners; and

(c) for what reasons Government have permitted foreign firms to hold a majority of equity shares in India?

The Minister of Industry (Shri Manubhai Shah): (a) to (c). A statement is laid on the Table of the House.

Statement

The authorised and issued capital of M|s Utkal Machinery Ltd., is Rs. 2.50 crores and Rs. 1.80 crores respectively. 75 per cent of the issued capital being held by foreign firms. Majority foreign shareholding in this company was allowed by Government on the following considerations:—

(i) The company's scheme was a composite and comprehensive one to manufacture various types of industrial machinery in respect of which there is considerable scope in this country for creation of fresh capacity;

(ii) The diversity and intricacy of the heavy machinery to be manufactured, each of which is a tailor made job where much designing work was involved; and,

(iii) The foreign exchange required for the import of capital equipment being covered by the share capital.

Raja Mahendra Pratap: I have an important submission to make. I submit that those who are defeated may be given 10 minutes each so that they may give a message for the future Parliament. This may be the convention for both Houses and a convention for all the Parliaments in the world, that defeated candidates are given time to give their will to the future.

Shri Indrajit Gupta: In the statement referred to by the Minister, it is stated that it is proposed to manufacture certain intricate types of machinery in this company for which they have put forward a comprehensive scheme. May I know what specifically are these types of machinery and whether they do not fall within the scope of the schedule which was originally laid down as being reserved for major participation at least by the public sector?

Shri Manubhai Shah: No, Sir; I can assure the hon. Member that barring some marginal items—I can give the names of the plants: crushing and screening plant, equipment for coke-oven and by-product recovery plant, equipment for chemical plants, cement-making machinery, equipment for some of the parts of fertiliser plants and synthetic gas, plant for distillation of oil, tar, benzol, equipment for petro-chemicals, etc., most of the products are such that they will be ancillary and utilised in several other projects of large dimensions machinery building plants.

Shri Indrajit Gupta: What is the specific character of this venture which has justified the holding of over 80 per cent of the equity capital by foreign firms?

Shri Manubhai Shah: 75 per cent is being held by three big German companies, each one specialising in a particular technology, joining hands together, and without the one or the other, the entire building of the equipment would not have been complete. This is such a major type of machine-building unit that in the best interests of the country and due to the advanced technology which the German firms possess, we have permitted 75 per cent.

Shrimati Renu Chakravartty: Normally when such equity capital is permitted to be obtained by foreigners, there is a clause in the agreement whereby Government can become major sharers of the capital. May I know what exactly are the terms and conditions of this agreement with regard to major participation?

Shri Manubhai Shah: As the House is aware, Government has a mide and massive programms of building machines in the public sector. The stipulation ie that this 75 per cent will be gradually off-loaded and larger and larger private Indian participation will be permitted when the royalty which is now fixed at about 3½ per cent will be increased in case their percentage of holding goes down.

Shri Indrajit Gupta: What are the names of the directors of this concern?

Shri Manubhai Shah: They are the same as some of the directors of Messrs. Larsen and Toubro.

WRITTEN ANSWERS TO QUESTIONS

Shipyards in Goa

*223. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that over 500 employees of the Estateiros Navais de Goa (the naval shipyard) at Vasco da Gama have sent a memorandum to the Chief Civil Administrator of Goa urging him for an early resumption of work at the shipyard and the payment of their salaries for December, 1961 and January, 1962; and

(b) if so, the action taken in this regard?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

(b) It has been decided that the operation of the shipyard should be resumed as early as possible. The Mazagaon Dock Company, which is a Government undertaking, is accordingly being asked to run the shipyard. Meanwhile, the Goa Administration have appointed a Custodian for the shipyard and the employees have been paid their wages for December, 1961 and January, 1962.

फिल्म सेंसर सम्बन्धी नियम

*२२५. **श्री भक्त दर्शन** : क्या सूचना और प्रसारण मंत्री २० नवम्बर, १९६१ के तारांकित प्रश्न संख्या १० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) फिल्म सेंसर सम्बन्धी नियमों का उचित ढंग से पालन कराने के बारे में क्या निश्चय किया गया है ; और

(ख) उस को कब से व किस प्रकार लागू करने का निश्चय किया गया है ?

सूचना और प्रसारण मंत्री (डा० केसकर) : (क) और (ख). बम्बई में निर्मित फिल्मों के सेंसर करने में सहायता देने के लिए सरकार ने वहां के निर्माताओं का एक पैनल अनौपचारिक आधार पर गठित किया है । प्रयोगात्मक रूप में बनाए गए इस पैनल का उद्देश्य यह है कि फिल्म को प्रमाण-पत्र देने से इंकार करने या काट छांट के साथ प्रदान करने से पहले बोर्ड का अध्यक्ष इस पैनल से या उसके किसी एक या अधिक सदस्य से परामर्श कर सकें । कोई भी निर्माता अपने विचाराधीन चित्र के सम्बन्ध में पैनल के सदस्य या सदस्यों से बोर्ड के अध्यक्ष के पास प्रस्तावित काट-छांट के बारे में अपना पक्ष प्रस्तुत करने के लिए सम्पर्क स्थापित कर सकता है । ऐसा करने से सेंसर के नियम और कार्य विधि का संचालन आसान हो जायगा ।

Decontrol of Ceiling Prices on Cotton

*226. **Shri Morarka:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government are considering to decontrol ceiling prices on cotton; and

(b) if so, what decision has been taken in the matter?

The Minister of Commerce (Shri Kanungo): (a) No, Sir. There is no such proposal under the consideration of the Government.

(b) Does not arise.

Textile Agreement

*230. **Shri P. C. Borooah:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a five year international cotton textile agreement has been recently concluded at Geneva;

(b) if so, whether India is a party to the agreement;

(c) what are the salient features of the Textile agreement; and

(d) how far export of Indian textiles is likely to be increased by the enforcement of this agreement?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) Not yet—the question of acceptance by India is under consideration.

(c) A statement is laid on the Table of the House. [*See* Appendix II, annexure No. 18].

(d) This depends on acceptance of the arrangement by the principal importing countries and on the quotas to be fixed by countries at present applying import restrictions. The quota for each exporting country will be settled through separate bilateral negotiations.

Nuclear Power Plant Sites

*237. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to refer to the reply given to Unstarred Question No. 1425-L on the 6th December, 1961 and state:

(a) whether the report of the Expert Committee appointed to select sites for the nuclear power plant in north India has submitted its report to the Department of Atomic Energy;

(b) whether it has been considered; and

(c) if so, the result thereof?

The Deputy Minister of External Affairs (Shrimati Lakshmi Menon): (a) Yes.

(b) and (c). The report is under consideration and a decision in the matter will be taken shortly.

उत्तर प्रदेश में अखबारी कागज का कारखाना

*२३८. **श्री भक्त दर्शन :** क्या वाणिज्य तथा उद्योग मंत्री २३ अगस्त, १९६१ के तारांकित प्रश्न संख्या ८८० के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि उत्तर प्रदेश में अखबारी कागज का कारखाना स्थापित करने की जो योजना स्वीकृत की गई थी, उसमें अब तक क्या प्रगति हुई है ?

उद्योग मंत्री (श्री मनुभाई शाह) : यह फर्म सहयोग के लिए एक अमरीकी फर्म से बातचीत कर रही है, जिसका ब्योरा अभी सरकार को नहीं मिला है ।

Export of Manganese to U.S.A.

*239. **Shri Morarka:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the exports of our manganese to U.S.A. have received a set-back due to U.S.A. seeking its requirements from South America; and

(b) if so, what action Government propose to take to avert this situation?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) A statement indicating the measures taken to step-up export of manganese are is placed on the Table of the House. [*See* Appendix II, annexure No. 19].

Sample Survey by Indian Tea Board

*241. **Shri P. C. Borooah:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the Indian Tea Board has of late conducted a sample survey in Lonavala to determine the *per capita* consumption of tea with particular reference to the socio-economic condition among a number of families selected at random;

(b) if so, when the survey was completed; and

(c) with what results?

The Minister of Commerce (Shri Kanungo): (a) The survey in Lonavala undertaken by the Board is still in progress.

(b) and (c). Do not arise.

E.C.A.F.E. Meeting at Bangkok

*243. **Shri P. C. Borooah:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that a meeting of trade experts of ECAFE countries was held at Bangkok in January-February, 1962;

(b) if so, whether it discussed the subject of international commercial arbitration; and

(c) with what result?

The Minister of Commerce (Shri Kanungo): (a) to (c). The first session of the Working Party of Experts on Commercial Arbitration was convened by the ECAFE in Bangkok from 11th to 17th January, 1962. It reviewed the present position regarding Commercial Arbitration in the various ECAFE countries and made a number of recommendations on settlement of commercial disputes through arbitration and conciliation. Copy of the Report of the Working Party (ECAFE Dec. No. E|CN.II|Trade|L. 51) is available in the Parliament Library.

Small Scale Industries

*244. **Shri D. C. Sharma**: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a suggestion for setting up an Export Promotion Organisation for small scale industries has been received by Government from the Federation of Associations of Small Industries of India;

(b) whether it has been considered; and

(c) if so, the result thereof?

The Minister of Industry (Shri Manubhai Shah): (a) Yes, Sir.

(b) and (c). The suggestion is being considered. In the meanwhile, the State Trading Corporation have introduced a scheme for 'Export Aid for Small Industries' which would inter alia cover the suggestions of the Federation. The essential features of the scheme are to foster direct business relationship between Indian manufacturers and foreign importers. Specifically the S.T.C. will provide aid in presentation, credit facilities, sampling, documentation, shipping etc.

घरेलू नौकरों के लिये रोजगार और कल्याण केंद्र

*२४५. **श्री भक्त दर्शन** : क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली के घरेलू नौकरों के लिए जो रोजगार और कल्याण केन्द्र कुछ समय से चालू कर रहा है, उसने अब तक क्या प्रगति की है ; और

(ख) उसे अधिक लोकप्रिय व प्रभावकारी बनाने के उद्देश्य से क्या कार्यवाही की जा रही है ?

श्रम उपमंत्री (श्री आविद अली) : (क) २३ नवम्बर, १९५९ से २८ फरवरी, १९६२ तक की प्रगति :

नाम दर्ज	५२५
नौकरी पर लगे . .	६३
२८-२-१९६२ को चालू रजिस्टर में दर्ज नाम .	२१

(ख) घरेलू कर्मचारियों की जानकारी और उन्हें आकर्षित करने के लिए काफी प्रचार किया गया और दो बार प्रेस विज्ञप्ति जारी की गई । ऐसा मालूम पड़ता है कि इनमें से ज्यादातर लोगों को कोई खास सहायता की जरूरत नहीं है ।

Export of Cotton Textiles and Jute Goods

*246. **Shri Morarka:**
Shri Bibhuti Mishra:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether the export of cotton textiles and jute goods have decreased during the year 1961; and

(b) if so, the reasons for the same and the action contemplated to arrest this fall?

The Minister of Commerce (Shri Kanungo): (a) and (b). A statement is laid on the Table of the House. [See Appendix II, annexure No. 20].

Commercial Embassy in Iraq

336. Shri Balraj Madhok: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that there exists a Contact Executive in the commercial side of Indian Embassy in Iraq;

(b) if so, the names of the other countries where such facilities are existing;

(c) whether it is also a fact that such facilities can improve exports; and

(d) if so, whether Government propose to introduce similar Executives in other Commercial offices of our Embassies?

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): (a) There is no post of Contact Executive in the Commercial Wing of our Embassy in Iraq or elsewhere.

(b) to (d). Do not arise.

Action against officials of the Ministry of Rehabilitation

337. Shri P. G. Deb: Will the Minister of **Rehabilitation** be pleased to state:

(a) whether it is a fact that action has been taken against corrupt and inefficient officials of the Ministry from 1956 to 1961;

(b) if so, the details of the same;

(c) how many cases of missing statement of account have been reported; and

(d) how many clerks were given warnings?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) Yes, where called for.

(b) Action was taken against 104 corrupt and 44 inefficient officials. The following punishments were awarded according to the nature of each case:—

1. Warning.
2. Censure.
3. Stoppage of increments.
4. Postponement of increments.
5. Adverse entries in Character Rolls.
6. Reversion to lower post.
7. Teramination of service.
8. Dismissal.

(c) 140.

(d) 26.

Atomic Minerals

338. Shri P. G. Deb: Will the **Prime Minister** be pleased to state:

(a) whether rare Atomic minerals have been discovered in Kolihan in Khetri copper areas in Rajasthan; and

(b) if so, the details thereof?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) and (b). Preliminary investigations have revealed the presence of uranium in Kolihan village in Khetri copper area in Rajasthan. The potentiality of the area for uranium can be assessed only after completion of the detailed investigations which are in progress.

Indian High Commissioner in Tanganyika

339. { Shri P. G. Deb: / Shri P. C. Borooah:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that the Indian High Commissioner designate to Tanganyika could not present his credentials in time; and

(b) if so, the action taken in the matter?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes.

(b) There has been no delay or negligence on the part of the Government of India. The question of taking any action, therefore, does not arise.

Senior Staff Councils

340. **Shri P. C. Borooah:** Will the **Prime Minister** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) to (d). A statement is laid on the table of the House. [*See* Appendix II, annexure No. 21].

Senior Staff Councils

341. **Shri P. C. Borooah:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Commerce (Shri Kanungo): (a) to (d). The material is being collected from the various offices under the administrative control of this Ministry and will be laid on the Table of the House in due course.

Senior Staff Councils

342. **Shri P. C. Borooah:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Information and Broadcasting (Dr. B. V. Keskar): (a)

Year	No.
1956	7
1957.	5
1958.	300
1959.	289
1960.	270
1961.	243
1962 (todate).	2
TOTAL	1,096

(b) 637.

(c) 189.

(d) 109 recommendations were rejected on one or more of the following grounds:—

(1) Administrative difficulties.
(2) Shortage of accommodation.
(3) Economy in expenditure.
(4) Foreign exchange difficulties, etc.

Senior Staff Councils

343. Shri P. C. Borooah: Will the Minister of **Labour and Employment** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (d). The Senior Staff Council in the Ministry was set up in 1954. The required information is not readily available. The time and labour involved in collecting the same will not be commensurate with the object to be achieved.

Senior Staff Councils

344. Shri P. C. Borooah: Will the Minister of **Planning** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Labour and Employment and Planning (Shri Gulzarilal Nanda): (a) 4 in 1956.

10 in 1957.

11 in 1958.

23 in 1959.

9 in 1960; and

none in 1961.

Total. 57.

(b) 46.

(c) 2.

(d) 9; particulars of the recommendations and the grounds on which they were rejected are given in the enclosed statement. [*See* Appendix II, annexure No. 22].

Senior Staff Councils

345. Shri P. C. Borooah: Will the Minister of **Rehabilitation** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a)

Year.	No. of recommendations.
1954.	11
1955.	3
1956.	1
1957.	11
1958.	56
1959.	52
1960.	7
1961.	31

(b) 157.

(c) 1.

(d) 14, as they were not admissible under the rules.

Senior Staff Councils

346. **Shri P. C. Borooah:** Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) the number of recommendations made by the Senior Staff Councils of the departments under his Ministry since the constitution of these councils, year-wise;

(b) how many of them have been implemented;

(c) how many of the recommendations have been held in abeyance for more than one year; and

(d) how many have been rejected by the departments and on what grounds?

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi): (a) to (d). Information is being collected and will be laid on the Table of the House in due course.

Iron Ore from Goa

347. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to state:

(a) the quantity of iron ore exported from Goa since the 1st January, 1962 and the names of the countries to which it has been exported; and

(b) the terms and conditions of the export and the foreign exchange earned on the ore exported during January and February, 1962?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Ten lakhs, seventy five thousand and four hundred and seventy two tons of iron ore were exported from Goa during the period from the 1st of January to the 14th of March, 1962. These exports were made to West Germany, Japan, Italy, Czechoslovakia, Spain, France and the Netherlands.

(b) Exports are made by the mine-owners in accordance with contracts entered into with buyers in the importing countries. The terms and conditions of export depend upon the individual contracts. The total foreign exchange earned in terms of Indian Rupees during January-February 1962 was Rupees two crores, twenty four lakhs, seventeen thousand and thirty-four.

Claims of Displaced Persons from West Pakistan

348. **Shri D. C. Sharma:** Will the Minister of **Rehabilitation** be pleased to state:

(a) the steps taken to expedite the settlement of the outstanding compensation claims of displaced persons from West Pakistan; and

(b) the result thereof?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). Out of 5·04 lakh Compensation Applications filed up to the 28th February, 1962, 4·98 lakh applications have been finalized leaving a balance of only 6,000 cases. These remaining cases will also be disposed of shortly.

Educational Facilities to Ceylonese Students in India

349. **Shri D. C. Sharma:** Will the **Prime Minister** be pleased to state:

(a) whether the Government of Ceylon have approached the Government of India for facilities for engineering education of Ceylonese students in India; and

(b) if so, the reaction of Government thereto?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) There has been no request from the Government of Ceylon for facilities for engineering education of Ceylonese students in India.

However, if the reference is to facilities for training of Ceylonese technicians in engineering and other technical institutions in India, the Government of Ceylon have recently asked for a number of scholarships

under the Colombo Plan as per statement laid on the Table. [*See* Appendix II, annexure No. 23].

There have been several other *ad hoc* requests for training of Ceylonese personnel in various other fields of technical training.

(b) Efforts are being made to comply with the requests of the Ceylonese authorities in these matters.

Loans by National Industrial Development Corporation

350. **Shri P. G. Deb:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No. 4648 on the 5th May, 1961 and state:

(a) the names of the firms and industrial concerns to whom loans have been granted so far by the National Industrial Development Corporation after the 1st April, 1961; and

(b) how much loan has so far been granted to each?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). A statment is attached. [*See* Appendix II, annexure No. 24].

Paper Mill at Panipat

351. **Shri P. G. Deb:** Will the Minister of **Commerce and Industry** be pleased to refer to the reply given to Unstarred Question No. 1630 on the 19th August, 1961 and state:

(a) whether the Indian party has given the terms to the U.S.A. firm for foreign collaboration for setting up of a paper mill at Panipat (Punjab); and

(b) if so, the details thereof?

The Minister of Industry (Shri Manubhai Shah): (a) and (b). The request of the Indian party to enter into foreign collaboration with the U.S.A. firm for setting up of a paper mill at Panipat, Punjab, is under consideration of the Government.

P. & T. Buildings

352. **Shri S. C. Samanta:**
Shri Bhakt Darshan:

Will the Minister of **Works, Housing and Supply** be pleased to refer to the reply given to Starred Question No. 865 on the 23rd August, 1961 and state:

(a) whether the Home and Finance Ministries have sanctioned the additional posts created by the Ministry to cope with the construction works of the Posts and Telegraphs buildings;

(b) if so, how many posts and when; and

(c) the overall position at present of the construction of Posts and Telegraphs buildings since the creation of the separate wing?

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi):

(a) Yes.

(b) A list of higher posts created for this purpose is given in the attached statement. Some additional lower posts have also been created by the Chief Engineer and his subordinate officers. The details of such posts are not readily available.

Sl. No.	Particulars of additional posts.	Nos. of posts.	When sanctioned
1.	Superintending Engineer	1	1961-62
2.	Surveyors of Works	5	do.
3.	Executive Engineers	2	do.
4.	Assistant Surveyors of Works	20	do.
5.	Assistant Engineers	8	do.
6.	P.A. to Superintending Engineer	1	do.
7.	Senior Architect	1	do.

Sl. No.	Particular of additional posts	Nos. of posts	when sanctioned
8.	Junior Architects	2	1961-62
9.	Assistant Architects	3	do.
10.	Senior Draftsman	15	do.
11.	Junior Draftsman	15	do.
12.	Section Officers	112	do.
13.	Superintendent	1	do.
14.	Head Clerk	1	do.

(c) Since the inception of the P. & T. Wing, P. & T. works such as Telephone Exchange Buildings, Staff Quarters, G.P.O. Building, P.O. Rs. 1,77,86,895 have been awarded. As against these, during 1961-62 an expenditure of about Rs. 80 lakhs is expected to be booked on the P. & T. work.

Jangpura 'B' Rehabilitation Colony, New Delhi

353. **Shri Balraj Madhok:** Will the Minister of **Rehabilitation** be pleased to state:

(a) whether it is a fact that he has given assurance in writing to the residents of Jangpura 'B' rehabilitation colony in New Delhi that the prices of their tenements will be revised;

(b) if so, what will be the nature and extent of this revision; and

(c) whether such revision of prices will be undertaken in case of the tenements in other rehabilitation colonies as well?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) and (b). A request was received from some residents of Jangpura 'B' representing that the valuation done inrespect of the tenements allotted to them should be reviewed. They had represented that the actual area of land with each quarter available to the allottee was less than the area included in the valuation, as some of the open spaces had been utilized for the construction of a school, community latrines and baths by the Corporation. The matter is under consideration.

(c) No. Each request is examined on merit and necessary action taken.

Jangpura Colony, New Delhi

354. **Shri Balraj Madhok:** Will the Minister of **Rehabilitation** be pleased to state:

(a) whether it is a fact that a plot of land opposite to Eros cinema in Jangpura, New Delhi earmarked for a park, a bank and a post office in the original lay-out plan of the colony has been given to Jain Girls School;

(b) if so, whether the residents of the colony are strongly opposed to this decision;

(c) whether it is also a fact that Corporation bye-laws do not permit the construction of a school near a cinema; and

(d) if so, whether Government will revise its decision and leave the original layout plan of Jangpura undisturbed?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) to (d). A site measuring about 1:5 acres in Jangpura Extension Block 'F' had been ear-marked by the Town Planning Officer for a Primary School. This site was lying vacant and had not been allotted to any institution. The Ministry of Rehabilitation received a request from the Jain Educational Society (Regd.), Jangpura, that they were in need of a piece of land for constructing a building to accommodate the primary section from their

present Jain Girls Higher Secondary School, Jangpura (Bhogal) which was being run by them in a congested hired house. The school is recognised by the Delhi Administration and about 70 per cent. of its students are children of displaced families. Ministry of Rehabiiltation allotted this site to the society on the usual terms as has been in a large number of other cases.

Representations from a few residents of Block 'F' in Jangpura were received against this allotment but on examination these representations were found to be without any substance.

Aluminium Foil Industry

355. Shri P. C. Borooah: Will the Minister of **Planning** be pleased to state:

(a) whether there was a proposal for the expansion of the aluminium foil industry for inclusion under the Third Five Year Plan;

(b) if so, whether the same has been turned down by the Planning Commission; and

(c) if the answer to (b) be in the affirmative, the reasons therefor?

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): (a) to (c). Proposals for the expansion of the aluminium fail industry during the Third Plan period are at present under consideration. The demand for aluminium foils, the availability of raw material, the requirement of foreign exchange, export prospects and other related matters are being examined in consultation with the Ministries concerned.

P.G. D.A.V. College, New Delhi

356. Shri Balraj Madhok: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether it is a fact that a plot of 7½ acres near Kilokeri was allotted to P.G. D.A.V. College, New Delhi for the construction of college building;

(b) whether it is also a fact that a piece of 1½ acres is now being taken out of it for other purposes;

(c) whether it is also a fact that actual need and demand of the college was for a much bigger plot; and

(d) if so, whether Government will see that no reduction is made from the 7½ acres plot originally sanctioned for the said college?

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi): (a) and (b). No. The order of allotment was accompanied by a plan showing the plot earmarked for the College. The area of the plot was mentioned as about 7:5 acres but on actual survey, it was found to be 6·482 acres only. The allotment order was accordingly amended. No portion of the land earmarked for the College has been taken away for a different purpose.

(c) The earlier demand of the College was for 7:5 acres; recently, however, they have asked for 11 to 12 acres.

(d) Does not arise in view of the answer to (a) and (b) above.

Vespa Scooters

357. Shri A. M. Tariq: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that Vespa scooters are being sold in blackmarket and are not being given to the dealers;

(b) the procedure of supplying these scooters to the dealers;

(c) whether instructions are issued to the manufacturers to sell them at controlled prices through dealers; and

(d) if not, what steps Government intend to take in this regard?

The Minister of Industry (Shri Manubhai Shah): (a) to (d). The distribution and sale of scooters is governed by the Scooters (Distribution and Sale) Control Order 1960. According to the provisions of this control orders, Scooters are sold through dealers strictly in the chronological order of registration of orders with these dealers. After the promulgation of this control order, which prohibits resale of Scooters before expiry of one year from the date of purchase, no specific case of black marketing has come to Government's notice.

The Scooters are distributed by the manufacturers to their dealers in different States in accordance with the pattern of distribution as it existed immediately before the promulgation of the control order.

All Scooters are sold through dealers at prices approved by Government.

Mangla Dam

358. **Shri Balraj Madhok:**
Shri Assar:

Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that Pakistan Government have decided to go ahead with the construction of Mangla Dam inspite of the protests of the Government of India; and

(b) if so, what steps are being taken to safeguard Indian interests involved in this project?

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): (a) Yes Sir.

(b) The Hon'ble Members' attention is drawn to Government's answer to starred question No. 1101 in the Lok Sabha on August 31, 1961. The subject has been dealt with in the Government of India's protests lodged with the President of the Security Council in 1957, 1958 and 1959. No progress has been made on the subject after the last protest was lodged.

Wage Board for Iron and Steel Industry

359. **Shri Indrajit Gupta:**
Shri T. B. Vittal Rao:

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether the Wage Board constituted for the Iron and Steel Industry has commenced its work;

(b) how many meetings of the Board have been held so far; and

(c) whether any questionnaire has been issued by the Board to the parties concerned?

The Deputy Minister of Labour (Shri Abid Ali): (a) to (c). The Chairman is attending to the preliminaries and the first meeting is expected to be held shortly. Thereafter only it would be possible to draw up the questionnaires.

Dulmera Sand Stone

360. Shri Karni Singhji: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether Government are aware that due to lack of patronising of the Bikaner Red Sand Stone, the Dulmera mines have been adversely affected; and

(b) whether the Union Government favourably consider using the Dulmera Sand Stone in new buildings in Delhi?

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi): (a) I have no information.

(b) The C.P.W.D. have not specified any particular brand of sand stone for use in the construction of buildings in Delhi. Sand stone is not used in ordinary buildings but only in

cases where superior finish or long durability is desired. There is no objection to the use of Dulmera Sand Stone in new buildings at Delhi if it conforms to the C.P.W.D's. specifications and is available at competitive rates.

Jute Committee

361. Shri D. C. Sharma: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether a proposal to set-up a Jute Committee to increase competitive capacity abroad is under consideration; and

(b) if so, the details thereof?

The Minister of Commerce (Shri Kanungo): (a) and (b). A Committee consisting of representatives of the Planning Commission, the Ministries of Finance, Food and Agriculture and Commerce and Industry has been set up to consider the steps necessary to increase production and other measures such as modernization, diversification of production, adequacy of raw material supplies, price stability and other connected issues so that the Jute industry can achieve the Third Plan target of exports.

Industrial Team from Nepal

362. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that an industrial team from Nepal visited the country towards the end of 1961;

(b) if so, what matters were discussed with the team; and

(c) with what result?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) and (c). Nepal's requirements of certain commodities from India were discussed, and it was agreed to increase allocations to Nepal of larger quantities of iron and steel and cement. It was also decided to allow the pressing of Nepalese jute by mills in Calcutta in bond, prior to export.

Manufacture of Aluminium

363. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that an Anglo-U.S. team representing the British Aluminium Co. Ltd., London and the Kaiser Aluminium and Chemical Corporation of Oakland, California has evolved a new process which promises to revolutionise the economics of the manufacture of Aluminium;

(b) if so, whether a study has been made into the new process by the Government of India;

(c) if so, with what result; and

(d) what steps are being taken to adopt the new technique in the country?

The Minister of Industry (Shri Manubhai Shah): (a) There have been some newspaper reports about some development of a new process for manufacture of aluminium.

(b) to (d). No details are available.

बिजनौर, उत्तर प्रदेश में पूर्वी बंगाल के शरणार्थी

३६४. **श्री प्रकाशवीर शास्त्री** : क्या **पुनर्वास मंत्री** यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश के बिजनौर जिले में पूर्वी बंगाल से आये हुए कुछ विस्थापित परिवार बसाये गये हैं ;

(ख) यदि हां, तो उनकी संख्या कितनी है ;

(ग) इनके निर्वाह आदि के लिये क्या सरकार ने कोई विशेष व्यवस्था की है ;

(घ) क्या इन विस्थापितों ने पीछे अपनी कुछ कठिनाइयां सरकार के सामने रखी थीं परन्तु अभी तक उनका उचित समाधान नहीं हो सका है ;

(ङ) इन विस्थापित व्यक्तियों को जो भूमि कृषि के लिये दी गई है क्या वह बहुत अधिक उपजाऊ नहीं है ; और

(च) यदि हां, तो इस सम्बन्ध में क्या किया गया है ;

पुनर्वास मंत्री (श्री मेहर चन्द खन्ना) : (क) और (ख) जी हां। २६१ कृषिक परिवार।

(ग) सामान्य मापमान के आधार पर इन परिवारों में से प्रत्येक परिवार को पुनर्वास सुविधा दी गई है। इनको कृषि भूमि, कृषि सम्बन्धी ऋण, विकास के लिये क्वार्टर तथा पालन-पोषण सहायता दी गई है।

(घ) समय समय पर इन्होंने अपनी कठिनाइयां राज्य सरकार के समक्ष रखीं, सरकार ने निरीक्षण करने के उपरान्त उनकी सभी युक्तियुक्त प्रार्थनाओं का समाधान कर दिया है।

(ङ) और (च). विस्थापित परिवारों को जो भूमि दी गई है वह खेती के लिये उपयुक्त है।

लाजपतराय मार्केट, दिल्ली

३६५. **श्री प्रकाशवीर शास्त्री** : क्या पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली के लाजपतराय मार्केट में नई दुकाने बनाने का कार्य कहां तक प्रगति कर चुका है ;

(ख) क्या यह सच है कि अभी भी कुछ ऐसे दुकानदार हैं जो पुरानी दुकानों में ही बैठे हुए हैं;

(ग) यदि हां, तो उनकी संख्या कितनी है ;

(घ) उन्हें कब तक नई दुकानें दी जायेंगी ;

(ङ) क्या कुछ दुकानदारों के सामने कुछ ऐसी कठिनाइयां हैं जिससे वह अपनी पुरानी दुकानें छोड़ना नहीं चाहते हैं ; और

(च) यदि हां, तो सरकार उनके लिये क्या व्यवस्था कर रही है ?

पुनर्वास मंत्री (श्री मेहर चन्द खन्ना) : (क) लाजपतराय मार्केट की पुनरीक्षित योजना अनुमोदित हो चुकी है और इस विषय में आदेश जारी कर दिये हैं कि नगर-निगम दिल्ली को प्रारम्भ में एक लाख रुपये का भुगतान कर दिया जाये ताकि निगम निर्माण का कार्य आरम्भ कर सके।

(ख) जी हां।

(ग) लगभग १७० स्टाल होल्डर।

(घ) जैसे ही मार्केट का कार्य पूर्ण होता है।

(ङ) और (च) पुनरीक्षित योजना सब दुकानदारों की आवश्यकता को, जो कि नई पक्की मार्केट में वैकल्पिक दुकानें पाने के पात्र हैं, दृष्टि में रखते हुए ही तैयार की गई हैं।

Refugee Market, Lodi Colony, New Delhi

366. **Shri Balraj Madhok**: Will the Minister of **Rehabilitation** be pleased to state:

(a) whether it is a fact that he has assured the shopkeepers of the refugee market, Lodi Colony, New Delhi that a pucca market will be built by the Rehabilitation Ministry to accommodate all of them;

(b) if so, when the construction of this market will be started; and

(c) whether any time limit has been fixed to complete it?

The Minister of Rehabilitation (Shri Mehr Chand Khanna): (a) to (c). In November, 1961, some representatives of the shopkeepers at present in temporary stall in the Municipal Market on 5th Avenue in Lodi Colony approached the Ministry of Rehabilitation and requested that arrangements might be made for their proper rehabilitation on the existing site. Their request is under consideration.

Employees of Government Hostels and Messes in Delhi

367. Shri Balraj Madhok: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) the total number of Government hostels and messes in Delhi;

(b) the total number of class IV employees working in these hostels and messes;

(c) how many of them are permanent and how many temporary;

(d) whether it is a fact that many of the employees who have put in from 5 to 15 years service have not yet been confirmed; and

(e) if so, the reason therefor?

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi): (a) There are 5 Government Hostels in Delhi under the Ministry of Works, Housing and Supply.

(b) 211.

(c) (i) Permanent 22.

(ii) Temporary 189.

(d) Yes.

(e) The majority of the Class IV staff in the Hostels were borne on the work-charged establishment and they were semi-permanent. They have been brought on to the regular establishment with effect from the 1st July 1960 and their cases for confirmation in the regular establishment will be taken up in due course.

Workcharged Employees of C.P.W.D.

368. Shri Balraj Madhok: Will the **Minister of Works, Housing and Supply** be pleased to state:

(a) the total number of workcharged employees of CPWD in Delhi;

(b) the rate on which wages are paid to this staff;

(c) whether it is a fact that this staff has been long clamouring for regularisation of its service; and

(d) if so, what steps have been taken so far to meet this genuine demand?

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi): (a) 7641 as on 1st April, 1961.

(b) The rates of wages have been notified in the Gazette of India in the schedule to the Central Civil Services (Revised Pay) Rules, 1960 as amended.

(c) and (d). The workcharged establishment consists of industrial workers engaged for maintenance and minor construction works. The establishment cost is debited to various work estimates. It will not therefore, be possible to transfer the entire workcharged establishment to the regular classified establishment. It has, however, been decided lately that non-industrial categories which existed formerly in the workcharged establishment should be brought on to the regular establishment. Hence 35 categories comprising nearly 1500 workers have already been brought on to regular establishment.

Film Workers in Bombay

369. Shri D. C. Sharma: Will the Minister of **Labour and Employment** be pleased to state:

(a) whether it is a fact that at least 60 per cent of the 12,000 film workers in Bombay have been retrenched as a consequence of levy on exposed film;

(b) whether Government have received any memorandum from the Cine Production Workers' Association in this regard; and

(c) if so, the action taken in the matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) No information is available as this matter is within the State Sphere.

(b) and (c). Yes. The Association has been informed that their suggestion for changing duty on the negatives instead of on the prints is not acceptable.

Rashtrapati Bhawan Secretariat

370. Shri T. B. Vittal Rao: Will the Minister of **Works, Housing and Supply** be pleased to state:

(a) whether it is a fact that Government servants working in the Rashtrapati Bhawan Secretariat and residing in Government quarters are not charged House rent and Water and Electricity charges; and

(b) if so, the total expenditure incurred by the Government every month in this behalf?

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi): (a) Yes, subject to the limits laid down in the rules.

(b) As the accounts in respect of rent and other charges for Rashtrapati Bhavan and the President's Estate are combined and inter-linked, it is not possible to furnish this information.

F.A.O. Report on Tea

371. Shri P. C. Borooah: Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether Government have examined the recent F.A.O. Report forecasting a substantial world-wide excess of tea out-put over consumption by 1965; and

(b) if so, what steps Government propose to take to check unreasonable depression in tea prices due to too much competition in the world market?

The Minister of Commerce (Shri Kanungo): (a) and (b). Government have examined the report but do not expect that the industry will be faced with a surplus of the magnitude forecast in the report. Judging from the present trends of consumption in West Asian countries and also the tea producing countries themselves, the expected surplus is likely to be absorbed. Government, however, continue to exercise a close watch on tea prices.

M/s. India Stone Lime Co.

372. Shri Ram Garib: Will the Minister of **Labour and Employment** be pleased to refer to the reply given to Unstarred Question No. 429 on the 24th November, 1961 regarding M/S. India Stone Lime Co., Delhi and state:

(a) whether the payment has been made to the mine workers so far; and

(b) if not, why and what action Government propose to take in this matter?

The Deputy Minister of Labour (Shri Abid Ali): (a) Not yet.

(b) A notice has been issued to the employer calling upon him to show cause why legal action should not be taken against him under the rules.

Survey of Tea Market

373. **Shri P. C. Borooah:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that a survey of tea market in the Western States of the U.S.A. was recently made by the Tea Adviser;

(b) if so, what were his findings; and

(c) what measures have been suggested by him to improve the Indian Tea Trade in those countries?

The Minister of Commerce (Shri Kanungo): (a) No, Sir.

(b) and (c). Do not arise.

Export Duty on Tea

374. **Shri P. C. Borooah:** Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that he remarked at the previous Joint Import Export Advisory Committee meeting that Government would consider the demand of tea industry for reduction in or abolition of export duty on tea, if it was assured that as a result of such a step there would be an appreciable addition to tea exports;

(b) if so, assurance in what way and form was conceived in the above remarks;

(c) whether increase in production of tea to a certain extent would be sufficient to justify consideration of the case; and

(d) if so, to what extent?

The Minister of Commerce (Shri Kanungo): (a) and (b). The remarks referred to by the Hon'ble Member should be construed in the general context in which they were made. It was stressed that it was presumed that the industry can bear the export duty and that export will not be affected even if export duty continued to remain in the picture. It was also stressed that it would be a point for consideration if one was sure that by the removal of the export duty a fairly large additional quantity of tea can be exported. This aspect of increased exports is always taken into consideration in deciding the tax structure on the tea industry.

(c) and (d). A mere increase in production alone will not ensure any appreciable addition to tea exports.

Ship-Scrapping Industry

375. **Dr. Pashupati Mandal:**
Shri S. C. Samanta:
Shri Subodh Hansda:

Will the Minister of **Commerce and Industry** be pleased to state:

(a) whether it is a fact that the Indian ship-scrappers have urged the import licensing of unserviceable ships of foreign origin to the tune of 2 lakh gross tons per annum for breaking;

(b) whether encouragement of ship-breaking besides providing extensive employment opportunity and yielding the exchequer handsome revenue by way of taxes, will ensure steady raw material supply to the engineering units and re-rollers;

(c) whether the ship-broken recoveries would obviate the direct import of re-rollable scrap, industrial scrap, non-ferrous items, machinery etc. to a very large extent and therefore the import licensing of scrap ships will not call for a fresh exchange allocation of any great magnitude; and

(d) if so, whether it is not the intention of Government to give the ship-scrapping industry the consideration it rightly deserves?

The Minister of Commerce (Shri Kanungo): (a) Yes, Sir.

(b) to (d). The availability of industrial and re-rollable scrap within the country has gone up owing to the increase in the production of steel. But on the other hand, the demand

for industrial scrap in the country has come down due to the greater availability of prime materials. The scrap that would become available by breaking up of ships would not eliminate the need for import of industrial scrap of categories different from those available as a result of the breaking up of ships. Besides, very few re-rolling mills in the country would be able to utilise the types of re-rollable scrap that would be available from the dismantling of the ships. Thus there is hardly any scope for allowing import of old ships for breaking up purposes with a view to utilisation of scrap for home consumption, as the demand for consumption of scrap accruing therefrom in the country is very limited. However, according to the existing policy, applications for import of old ships for breaking up purposes are considered on merits of each case, provided the possibility of earning foreign exchange by exports of resultant scrap and material so as to result in a net earning of foreign exchange, is conclusively established to the satisfaction of the Chief Controller of Imports and Exports.

दिल्ली में गन्दी बस्तियां

३७६. **श्री प्रकाशवीर शास्त्री** : क्या **निर्माण, आवास और संभरण** मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में गन्दी बस्तियों को हटाने में अब तक क्या प्रगति हुई है ;

(ख) क्या केन्द्रीय सरकार ने तीसरी पंचवर्षीय योजना में इस काम के लिये कोई राशि नियत की है ;

(ग) यदि हां, तो कितनी ; और

(घ) क्या सरकार ने गन्दी बस्तियों के हटाने के काम को पूरा करने के लिए कोई अवधि निश्चित की है और ये बस्तियां कब तक हटा दी जायेंगी ?

निर्माण, आवास और संभरण मंत्रालय में मंत्री (डा० बी० गोपाला रेड्डी) : (क) (१) पहले दिल्ली नगर सुधार विभाग (दिल्ली इम्प्रूवमेंट ट्रस्ट) और दिली विकास प्राधिकारी (दिल्ली डेवलपमेंट अथोरिटी) ने १९५७ के अन्त तक दिल्ली के विभिन्न भागों में ३२२५ मकान और ५९ दूकानें बनवाई थीं । ये मकान और दूकानें गन्दी बतिस्यों में रहने वालों को दे दी गई हैं ।

(२) अन्य १७०२ मकान [जिनमें सेवा करने वाले लोगों के लिए स्थानान्तरण की अवधि में अस्थायी रूप से रहने के लिए स्थान तथा घर (टेनेमेंट) भी सम्मिलित हैं] और ४६ दूकानें, जिनकी मंजूरी दिल्ली विकास प्राधिकारी ने दी थी, दिल्ली नगर निगम ने अगस्त, १९६१ में पूरी कारवाई । ये मकान और दूकानें गन्दी बस्तियों से निकाले गये पात्र लोगों को दे दी गई हैं / दी जा रही हैं ।

(३) मार्च १९५९ में गन्दी बतिस्यों को हटाने का काम दिल्ली नगर निगम को सौंप दिया गया था । तब से १७५२ मकानों, ३५० दूकानों, २० कार्यालयों, ३६ मछली-दूकानों (स्टालों) और ८४,३०० वर्ग फुट क्षेत्रफल के गोदाम / कार्यालय स्थान इत्यादि के बनाने की मंजूरी दी जा चुकी है, जिस पर १३०.७३ लाख रुपये की अनुमोदित लागत आनी थी । अब तक इसमें से ९६ घर (स्थानान्तरण की अवधि में अस्थायी रूप से रहने के लिए) पूरे बन चुके हैं । अन्य १०७४ मकानों और २४ दूकानों का निर्माण हो रहा है ।

(४) झुग्गियों और झोंपड़ियों को हटाने की योजना के अन्तर्गत, जिसे कार्यान्वित करने का काम भी नगर निगम को सौंप दिया गया है, अब तक २०५ एकड़ भूमि का अभिग्रहण (ऐक्विजिशन) किया जा चुका है । अन्य २२५ एकड़ का अभिग्रहण नगर निगम द्वारा शीघ्र ही किये जाने की आशा है । अभिग्रहण की जा चुकी भूमि में से ८० एकड़ पर विकास का कार्य समाप्त होने वाला है और अन्य ४५ एकड़ पर विकास का कार्य हो रहा है । इस योजना के अन्तर्गत दिसम्बर, १९६२

तक लगभग १०,८००० उन परिवारों को, जो इस समय दिल्ली में सरकारी और सार्वजनिक भूमि पर अनधिकृत रूप से रह रहे हैं, रिहायशी प्लाट दे दिये जाने की आशा है ।

(५) इसके अलावा १८० कटरों और ६० गन्दी बस्तियों में सुधार का काम पूरा हो चुका है, जिस पर हुआ कुल व्यय १२.८३ लाख रुपये है ।

(ख) और (ग). तृतीय पंचवर्षीय योजना की अवधि में दिल्ली में गन्दी बस्तियों को हटाने की योजना को कार्यान्वित करने के लिए परीक्षात्मक (टेंटेटिव) रूप से ७.५६ करोड़ रुपये की राशि का विनिधान किया गया है ।

(घ) दिल्ली से गन्दी बस्तियों को हटाना बहुत बड़ी समस्या है और सब गन्दी बस्तियों को हटाने के लिए कोई अवधि निश्चित कर पाना सम्भव नहीं है । परन्तु दिल्ली नगर निगम ने अग्रता के आधार पर गन्दी बस्तियों को हटाने की कुछ महत्वपूर्ण परियोजनाओं को कार्यान्वित करने के लिए एक तीन वर्ष का कार्यक्रम तैयार किया है ।

11:55 hrs.

MOTION FOR ADJOURNMENT AND QUESTION OF PRIVILEGE

AGREEMENTS WITH OIL COMPANIES

Mr. Speaker: I shall take up the adjournment motion given notice of by Shri P. G. Deb and the question of privilege thereafter. The Minister may make a statement.

The Minister of Mines and Oil (Shri K. D. Malaviya): On 20th March, 1962 I made a statement in the House regarding the implementation of the assurance given to the House on 22nd December, 1959 concerning Government's agreements with oil companies. In this statement I submitted to the House my reasons for keeping some of the terms and conditions of these agreements confidential, as disclosure of such conditions would be prejudicial to the public interest. Some of the Hon. Members did not feel satisfied with my reasoning and consequently, at my request, you, Sir, reserved your ruling and agreed to my speaking to you in your chamber. I have since had the opportunity to discuss the matter with you and, as desired by you, I am making this statement to explain the position further.

Subsequent to the promulgation of the Petroleum and Natural Gas Rules, 1959, the Government had invited foreign oil companies to express interest in the development of oil in India. About 14 companies expressed interest and specific proposals were received from eight of them. Till now we have been able to conclude agreements with two parties, namely Burmah Oil Company of the United Kingdom and the E.N.I. of Italy. Our negotiations with some of the remaining parties are still continuing and there have been two or three rounds of discussions with them already. We expect that the negotiations will be resumed with these parties shortly.

Some of the terms and conditions of our agreements with the B.O.C. and the E.N.I. are not of a secret nature and details in regard to these have already been made available to the House in answer to questions in the Lok Sabha on these matters and to the Press. I should say that not only some of them, but most of the terms and conditions have been made known to the Lok Sabha and the public through questions and the Press. In this connection, I would draw the attention of hon. Members to the statement made by me in this House on 29th August, 1961 regarding E.N.I. agreement and to questions Nos. 575, 262 and 786, which were answered by me on 5th December, 1961, 9th August, 1961 and 22nd August, 1961 respectively. I would also invite your attention to the fact that a hand-out to the Press was issued on 31st May, 1961, i.e. on the day Heads of Agreement were signed with B.O.C. and that on the following day I called a Press Conference to explain the broad features of the

agreement reached with B.O.C. The hon. Members might have seen the reports of this press conference which appeared in the *Statesman, Indian Express* and *Hindustan Times* of 2nd June, 1961. It will be seen that while some of the salient features have been reported by me from time to time, such terms and conditions as are of a confidential nature have not been disclosed for reasons which I have already submitted to the House on 20th March, 1962.

I have to submit that it is with regard to those clauses of the agreements which are of a confidential nature, that I am hesitant to make a disclosure at this stage while our negotiations with some of the parties, who had responded to our invitation extended after the promulgation of our new rules, are still not concluded. It will be appreciated that while negotiating agreements with international oil companies, Government may have to make slight special relaxations in some aspects in order to obtain advantage in other aspects or keeping in view the total advantage in a package deal. Such adjustments which may be peculiar to a particular agreement if made public would enable other parties to take advantage of the knowledge to obtain similar relaxations. Clauses of this nature have to be kept confidential in the public interest while similar negotiations are in progress. I had emphasised this particular aspect of the matter to you, Sir, when I met you in your chamber. You felt satisfied that I may not place the agreements before the Parliament at present. I hope that during the course of the next two to three months our position *vis-a-vis* the companies with whom we are still negotiating will become clear and after reviewing the position at that time, I shall place copies of the agreements before the House In my statement of 20th March 1962 I had stated that the terms and conditions of the agreements cannot be made public unilaterally. However, I feel that at the appropriate time I shall inform the other parties to the agreement that I would be placing copies of the agreement before the House.

12 hrs.

In the end, I may add a word about a press report which has appeared in the *Statesman* of 26th March, 1962 regarding the agreement with E.N.I., and the Government of India's delegation to Italy. I am sorry to state so, Sir, but I would wish to emphasize that this report from the Shillong correspondent of the paper is misleading. The press report purports to say as if the Government delegation had been sent to Italy to finalize plans for the utilisation of E.N.I.'s credit or to settle terms and conditions of this credit. This is not so. The delegation, which is still in Italy, is visiting that country with the object of studying petroleum refining and distribution techniques and to discuss some details regarding the projects included in the agreement. As you are aware, the agreement was finalized on 29th August, 1961, along with all terms and conditions. The source of the press report seems to have obtained information on some of the clauses of the agreement and mixed it up by attributing imaginary functions to the delegation. I feel sorry for the insinuation made in the report about my hesitation to make full disclosures of the agreements. I may submit for the information of the House that it is not correct, as alleged by the newspaper report, that my unwillingness to disclose the details of the terms and conditions of this agreement has been on account of re-payment of credit being in Italian currency and the absence of tenders. I may mention that repayment of foreign credit in foreign currency is inevitable; and, secondly, it has been provided in the agreement that the competitiveness of price will be determined by International tenders.

It is my impression that some hon. Members imagine as if I am wilfully or arbitrarily withholding information.

[Shri K. D. Malaviya]

After the discussion in the House on 20th March 1962, I thought over the matter and felt like disclosing the texts of the agreements rather prematurely in order not to give any wrong impression about my intentions. But, on second thoughts, I am refraining from doing so, and asking your permission, Sir, to let the details of the remain secret for a few weeks more.

Mr. Speaker: May I know some particulars from the hon. Minister? The newspaper correspondent says that he has given certain details which the hon. Minister wanted to keep secret for some time from the House. Are there any such items disclosed in the newspaper report which the hon. Minister was not willing to place before the House or were they already given to the House by him?

Shri K. D. Malaviya: Some points appear to have been referred to by the so-called correspondent from Shillong, or by whatever name you call him, which I did not want to disclose to the House just at present.

Mr Speaker: So, that news item definitely gives certain points which the hon. Minister wanted to keep secret.

Shri K. D. Malaviya: There are two points which have been incorrectly stated by the correspondent—one is about repayment in foreign currency and the other is about tenders. On these two points, the information is not correct. Therefore, I have referred to these points. With regard to the others, at this stage I would not like to confirm them, much less to contradict them.

Mr. Speaker: How did this correspondent get this information? Was it from any Goernment department?

Shri K. D. Malaviya: I do not know the source of information of the correspondent, but I find the information has been substantially correctly reproduced. Because, I tried to analyse the disclosures that I have made and the points which have not been disclosed. I find that most of the points have been disclosed already by me. There are only very few points which have not been disclosed by me. For the reasons which I have already indicated in my statement, I would not like to make any comments on those points; but they are very few in number. On those also, some confusion has been created by the so-called correspondent of Statesman. That is why I am hesitant to make further comments which may or may not have been correctly obtained by this correspondent.

Mr. Speaker: Has the other party to the agreement any office here from which this information could have leaked out?

Shri K. D. Malaviya: I am told they have got an office here.

Mr. Speaker: Has he made any enquiries whether it has leaked from that office?

Shri K. D. Malaviya: I have not made any enquiry on this point but my impression is that generally parties with whom we negotiate keep these informations secret.

Shri P. G. Deb (Angul): I would like to ask a specific question. Is it a fact that these details have been leaked out by the Chairman of the Indian Refineries, Gauhati, who today happens to be a Minister in the Assam Cabinet?

Shri K. D. Malaviya: Which details does the hon. Member refer to? Most of these details were referred to by me in my previous statements.

Mr. Speaker: What about the other details?

Shri K. D Malaviya: I do not think any responsible man will say any those things which have been stated here in this news report because most of them are wrong.

Mr. Speaker: Was there any official statement or press release to that effect:

Shri K. D. Malaviya: There has not been any statement to that effect.

Mr. Speaker: So far as the adjournment motion is concerned, it is no doubt unfortunate that a newspaper reporter should have stated that since the hon. Minister has not cared to give it and wanted to keep it from the House "I give it to the House". I wish he becomes a Minister as quickly as possible. The hon. Minister has rightly stated that during the period when negotiations are shaping he does not want to place before the House the details. So, he has asked for more time to place all the information before the House. If, in the meanwhile, some news item appears in the newspaper and he is asked to confirm or deny it, he is naturally in a delicate position. We find that no information has leaked out from his hands. Even if it has happened from his office, he would take steps to see that such leakages do not recur. It is said or alleged that some other person, the Chairman of the Indian Refineries, has leaked out this information. We have not got any authentic information on that point. Even with the best of efforts, it may not be possible for the hon. Minister to plug all the loopholes. Therefore, so far as this adjournment motion is concerned, I do not feel there is anything to condemn the hon. Minister.

But I am really surprised how the correspondent of Statesman has come forward, saying "Yes, I give to the Members of the House what was not given by the Minister". Of course, it is true that democracy thrives on publicity and the newspapers thrive on the proceedings of this House. Therefore, they are mutually helping each other. But why should this correspondent have gone to the press and stated "here I am giving you this information which was not given by the Minister"? Why should he not have waited for some time?

Shrimati Renu Chakravartty (Basirhat): Then it will not be a scoop.

Mr. Speaker: There are good scoops and there are bad scoops. This is a bad scoop.

So far as the privilege motion of Shri Hem Barua is concerned, it is that the hon. Minister withheld information from the House and gave it to the press. If he had done so, it would have been improper. It has been repeatedly held in this House that hon. Ministers should take the House into confidence and it is through the House, when the House is in session, that information of this kind should come out, and that is the practice which we have been following, irrespective of whether it is a matter of privilege or not. Otherwise, if the Ministers thereselves pay little regard to this House, no other persons will pay regard to this House. Therefore, it might be at least an act of impropriety. But, in this case, the Minister does not say that he gave information to the newspaper, nor is it alleged. The newspaper has somehow got this information which the Minister is not prepared to confirm or deny. I can only condemn the correspondent for having come out with this news item. Even if it be true, he is not helping the country by publishing it, when the Minister thinks that in the public interest it ought not to be placed before this House.

I do not think there is any need either of giving my consent to the adjournment motion or of treating it as a matter of privilege now. It is not as if this matter escaped only from the hon. Minister. It has come up here in part. We have been seized of this matter. The matter was refer-

[Mr. Speaker]

red to me to find out whether we should ask the hon. Minister to place the entire matter before the House or not. If it had come out then, I would have said that there is absolutely no impropriety so far as we are concerned. But the hon. Minister has gone further and has refused to give it to the House ignoring the fact that I was wanting to look into it. He did not say unconditionally that he would not place it before the House but he said that if I agreed with him he would withhold it; if, on the other hand, I wanted it to be placed before the House he would do so.

Under those circumstances the correspondent comes out with this. This is nothing short of a bravado. This is a very responsible newspaper. I would urge upon all newspapers not to allow such things to be published. They will take note of whatever is happening here and if, in the interest of the public, it is considered either by the House or by me that an agreement which is made ought to be kept secret, they would also adopt that secrecy in the interest of the country and of proper journalism.

No more action need be taken either on the privilege motion or on the adjournment motion.

Shri Hem Barua (Gauhati): May I say a word in regard to the privilege motion?

Mr. Speaker: I do not give my consent to it.

Shri Hem Barua: May I submit that I do not want to agree with you so far as your remarks are concerned? I am so sorry to say so, but then I have to say it.

Mr. Speaker: I am not going to allow it.

Shri Hem Barua: I have my disagreement with you. Therefore may I submit just a few words? My privilege motion was on a particular subject. I did not want to bring in the Special Correspondent of the *Stateman* because I know that the business of the press people is to fish for or scoop news and help us with the news.

Mr. Speaker: Order, order. He need not be apologetic. I take upon myself te entire responsibility of saying what I have said about the newspaper correspondent. It is not as if he only wanted to abuse or to take the hon. Minister to task.

Shri Hem Barua: It is not that.

Mr. Speaker: I am giving it up. I would only say that when the matter is before me, the hon. Minister has said that he will abide by my decision and I am looking into it, if a correspondent comes out and says, "You have not decided; I will give the information to the House", this stands on an absolutely different footing. If the matter had not been placed before me and I was not considering that matter I would not have taken any notice of the newspaper report. If an hon. Minister improperly withholds any matter from the House and somebody gives some information, it is for the House to take it up. But he went further. The matter was brought up here and hon. Members wanted to know about it. The hon. Minister said, "I am prepared to give it subject to year decision, but my view is that in the interest of future negotiations I do not want to place it before the House." I was considering that matter. In the meanwhile this man comes and says, "I will give you this information." I say that this is an affront to the House. I do not want to take it up as a matter of privilege because we are sitting only for two or three days more and there will be a new Parliament when automatically it will lapse; otherwise,— I would have certainly referred it to the Privileges Committee to find out whether it has not exceeded its right of reporting. I do not say that the hon. Member wanted to say

anything against the Statesman. I am myself taking it up. I am not going to allow these things to be brought up.

Shri Hem Barua: Are we not interested in knowing the source from where the Special Correspondent got it? My objection is that the hon. Minister was secretive but his office was not secretive.

Mr. Speaker: There is an end to this matter. I will take up the Calling Attention Notice.

12.14 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

RETRENCHMENT OF WORKERS OF THE HORTICULTURE DEPARTMENT

Shrimati Renu Chakravartty (Basirhat). Sir, under rule 197, I beg to call the attention of the Minister of Works, Housing and Supply to the following matter of urgent public importance and I request that he may make a statement thereon:—

> The retrenchment of about 300 workers of the Horticultural Department of C.P.W.D. consequent on transfer of certain lawns and parks to NDMC.

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi): Sir, consequent on the decision of Government to transfer to the New Delhi Municipal Committee with effect from April, 1962 the work and maintenance of.....

Mr. Speaker: Is it a long one?

Dr. B. Gopala Reddi: It runs only to two pages.

Shri Raghunath Singh (Varanasi): It is very long.

Dr. B. Gopala Reddi: Then I will place it on the Table.

Shri Raghunath Singh: It should be laid on the Table.

Shrimati Renu Chakravartty: We would like to know what the answer is.

Mr. Speaker: He may read it out then.

Dr. B. Gopala Reddi: Sir, Consequent on the decision of Government to transfer to the New Delhi Municipal Committee with effect from April, 1962 the work and maintenance of public parks and lawns which has hitherto been done by the Horticulture Department of the C.P.W.D. on behalf of the Committee as a 'Deposit Work', about 370 workers are likely to become surplus to the requirements of the C.P.W.D. The juniormost of the workers have accordingly been served with notices of retrenchment. None of these workers is a permanent employee of the C.P.W.D.

Although the workers have been given notices of retrenchment by the C.P.W.D., the N.D.M.C. has agreed to employ all the surplus workers without any period of unemployment intervening. The Committee has further agreed to give to the workers emoluments which they are now drawing in the C.P.W.D. In addition, the workers will be paid retrenchment compensation as admissible under the Industrial Disputes Act for the period of service rendered in the C.P.W.D. In view of the assurance of immediate reemployment and protection of their existing emoluments, it is clear that no hardship will be caused to the workers.

Earlier during the debate on the Demands for Supplementary Grants the question was raised whether the workers should not be deemed to be transferred from the C.P.W.D. to the New Delhi Municipal Committee. On a similar representation made by the workers' union, the matter had been examined in detail and I take this opportunity of fully explaining the position.

The situation arising from the transfer of workers has to be dealt with in accordance with the provisions of the Industrial Disputes Act.

[Dr. B. Gopala Reddi]

Under Section 25FF of the Act, when the ownership and management of an undertaking is transferred, every workman with a continuous service of not less than one year in that undertaking shall be entitled to notice and compensation as if he is retrenched, unless the conditions of service under the management are not less favourable than under the old and the new management agrees, in the event of future retrenchment, to pay compensation on the basis of the total service including service rendered prior to the transfer.

For the transfer of workers along with works, an essential condition is that the terms of emploment under the new management should be at least as favourable as those under the old. In the present instance, this condition is not fulfilled. There is no scheme of pension at present in the N.D.M.C. while it exists in the C.P.W.D. When the above condition is fulfilled, the workers actually employed in the undertaking that is transferred to the new management can be transferred along with the work.

The demand of the Union already referred to is that the junior-most men in the Directorate of Horticulture should be transferred, although they may not be the men actually engaged in the works to be transferred to the N.D.M.C. There is no provision for such a procedure in the Industrial Disputes Act.

It has therefore become unavoidable to retrench the surplus junior-most workers in accordance with section 25 G of the Act after giving them notice and retrenchment compensation as provided in the Act. As stated earlier, they will all be absorbed by the New Delhi Municipal Committee.

The procedure that is proposed to be followed is fully in conformity with the provisions of the Industrial Disputes Act.

Shrimati Renu Chakravartty: Prior to this there have been other people too who had been sent to work under the NDMC and their past services etc. had been counted. They had been treated as having been transferred. If nothing stood in the way of their transfer, there is absolutely no reason why the services of these people also, though temporary, who have served for so many years may not also be treated as transferred from one establishmeet to an autonomous body.

Dr. B. Gopala Reddi: Some road works were transferred to the NDMC some time ago. It was as a purely temporary measure. The workers were all transferred there with a right to come back to the department and when they come back the juniormost man has to be retrenched. It is with that understanding that those people were transferred as a temporary measure. But here they are surplus for this department and are all being re-employed by the NDMC. They are being served with retrenchment notice with a right to compensation but they will all be protected there. Their salaries will be protected and they will be re-employed by the NDMC.

12.19 hrs.

PAPERS LAID ON THE TABLE

Rubber (Second Amendment) Rules, 1961

The Minister of Commerce (Shri Kanungo): Sir, I beg to lay on the Table a copy of the Rubber (Second Amendment) Rules, 1961 published in Notification No. G.S.R. 29 dated the 6th January, 1962, under sub-section (3) of section 25 of the Rubber Act, 1947. [*Placed in Library, See* No. LT-3608/62].

Annual Report of the Hindustan Antibiotics Limited and Review by the Government

Shri Kanungo: Sir, with your permission, on behalf of my colleague, Shri Manubhai Shah, I beg to lay on

the Table a copy each of the following papers:—

(i) Annual Report of the Hindustan Antibiotics Limited for the year 1960-61, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.

(ii) Review by the Government of the working of the above Company.

[*Placed in Library, See* No. LT-3609/62].

STATEMENT OF CASES IN WHICH THE LOWEST TENDERS HAVE NOT BEEN ACCEPTED

Dr. B. Gopala Reddi: Sir, I beg to lay on the Table a statement showing cases in which the lowest tenders have not been accepted by the India Store Department, London and India Supply Mission, Washington, during the half-year ending the 31st December, 1961. [*See* Appendix II, Annexure No. 25].

NOTIFICATIONS UNDER THE EMPLOYEES PROVIDENT FUNDS ACT

The Deputy Minister of Labour (Shri Abid Ali): I beg to lay on the Table a copy of Notification No. G.S.R. 346 dated the 17th March, 1962 extending the Employees' Provident Funds Act, 1952 to certain trading and commercial establishments. [*Placed in Library, See* No. LT-3611/62].

REVISED ESTIMATES FOR 1961-62 AND BUDGET ESTIMATES FOR 1962-63 OF THE EMPLOYEES' STATE INSURANCE CORPORATION

The Deputy Minister of Planning and Labour and Employment (Shri L. N. Mishra): I beg to lay on the Table the papers mentioned in item 7 of the Order Paper.

Mr. Speaker: After all, this consists of three lines. Why should he not read? I have allowed him the indulgence only when there are a number of items. He ought to read.

Shri L. N. Mishra: Shall I read it?

Mr. Speaker: Yes.

Shri L. N. Mishra: I beg to lay on the Table a copy of the Revised Estimates for the year 1961-62. . .

Mr. Speaker: Slowly, please.

Shri L. N. Mishra: . . .and Budget Estimates for the year 1962-63 of the Employees' State Insurance Corporation, under section 36 of the Employees' State Insurance Act, 1948. [*Placed in Library, See* No. LT-3612/62].

Mr. Speaker: Normally, when it consists only of a few lines and there are not many items, I would advise hon. Ministers to read it out. In exceptional cases, when it consists of a number of items, it may be said as mentioned in the Order Paper.

12.20½ hrs.

ESTIMATES COMMITTEE

HUNDRED AND SIXTY-THIRD, HUNDRED AND SIXTY-FOURTH AND HUNDRED AND FIFTY-FIRST REPORTS

Shri Dassappa (Bangalore): I beg to present the following Reports:—

(i) Hundred and sixty-third Report on the Ministry of Commerce and Industry—Office of the Textile Commissioner (Part II)—Handloom and Powerloom Industries.

(ii) Hundred and sixty-fourth Report on the Ministry of Commerce and Industry—Office of the Textile Commissioner (Part III)—Woollen Industry.

(iii) Hundred and fifty-first Report on the action taken by Government on the recommendations contained in the Seven-

[Shri Dassappa]

ty-ninth Report of the Estimates Committee on the Ministry of Commerce and Industry—Small Scale Industries—Part II (The National Small Industries Corporation Limited, New Delhi).

Shri Braj Raj Singh (Firozabad): It is reversed in the Order Paper. Has it been reversed?

Mr. Speaker: Hon. Members will kindly see that they follow the order put down in the Order Paper so that hon. Members may be able to follow.

12.21 hrs.

PUBLIC ACCOUNTS COMMITTEE

FORTY-SECOND REPORT.

Shri C. R. Pattabhi Raman (Kumbakonam): I beg to present the Forty-second Report of the Public Accounts Committee on the Appropriation Accounts (Civil) 1959-60 and Audit Report, 1961.

12.21½ hrs.

JOINT COMMITTEE ON OFFICES OF PROFIT

FIFTH REPORT

Shri C. R. Pattabhi Raman (Kumbakonam): I beg to present the Fifth Report of the Joint Committee on offices of Profit.

12.22 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—*Contd.*

Mr. Speaker: The House will now proceed with the General discussion on the Budget (Railways) for 1962-63. Shri Raghunath Singh was in possession of the House.

Shri Braj Raj Singh (Firozabad): How much time is there?

Mr. Speaker: Time taken is two hours and 55 minutes. Time left is two hours and five minutes. How long does the Minister or do the Ministers propose to take?

The Deputy Minister of Railways (Shri Shahnawaz Khan): Thirtyfive, 40 minutes.

Mr. Speaker: It is now 12.20; Shall I call him at a quarter to two o'clock?

Shri Shahnawaz Khan: Yes.

Mr. Speaker: I will call him at a quarter to two.

श्री रघुनाथ सिंह (वाराणसी) : अध्यक्ष महोदय, कल हमारी बहन श्रीमती पार्वती-कृष्णन् ने एक सैद्धान्तिक प्रश्न उपस्थित किया और इस बात का आरोप लगाया कि सदर्न रेलवे ने एक सर्क्युलर इशू किया था जिसमें कहा गया था :—

"Railway employees should not participate in the election campaign . . ."

आगे चल कर उन्होंने कहा :

"I think that they should be given the right to participate in electioneering."

अध्यक्ष महोदय मैं आपके सामने यह चीज रखना चाहता हूं कि लोकतंत्र में यह परम्परा है कि राज्य कर्मचारी चुनावों में भाग नहीं लेते । आप देखेंगे कि हाउस आफ कामंज के लिए जब चुनाव होते हैं तो वहां भी एक परम्परा है जो इस प्रकार है :

They cannot be Members of either House of Parliament. They must not take part in political campaigns. They do not change when a Ministry goes out of office.

यह परम्परा केवल लोकतंत्रीय देशों में है । अगर सरकारी कर्मचारी इलेक्शन में भाग लेने लगें तो फिर पुलिस को भी इलेक्शन में भाग लेना चाहिए, फौज को भी लेना चाहिए ।

श्री इन्द्रजीत गुप्त (कलकत्ता दक्षिण पश्चिम) : पुलिस तो लेती है ।

श्री रघुनाथ सिंह : पुलिस नहीं लेती है । कम्युनिस्ट कंट्रीज में पुलिस और फौज ले सकती है लेकिन लोकतंत्रीय देशों में वे भाग नहीं ले सकती हैं । लोकतंत्रीय देशों में कोई भी सरकारी कर्मचारी चुनावों में भाग नहीं ले सकता है और न ही खड़ा हो सकता है । यह एक परम्परा है जिसका हम आदर करते हैं । लास्की ने जो कुछ इसके बारे में कहा है, उसका भी हवाला मैं देना चाहता हूं । उन्होंने अपनी पुस्तक में एक जगह लिखा है :

"A recent case in which an official of the Ministry of Health was dismissed from service for an article criticising the policy of Sanctions in the Italo-Abyssinian War shows how rigorously the rule is applied.

यही नहीं कि सरकारी कर्मचारियों को इलैक्शंज में भाग लेने से रोका गया है बल्कि राज्य कर्मचारियों को इतना भी अधिकार नहीं है कि वे सरकार की किसी नीति की समालोचना भी कर सकें । लेकिन हमारे यहां हिन्दुस्तान में जहां पर कि लोकतंत्र और स्वतंत्रता बहुत ज्यादा हो गई है, कोई भी राज्य कर्मचारी खड़ा हो जाता है और सरकार की आलोचना करने लग जाता है । जब वह सरकार की आलोचना करना शुरू कर देगा तो सरकार के आदेशों का वहपालन कैसे कर सकता है ? इसलिये जितने भी लोकतंत्रीय देश हैं उनमें यह परम्परा है कि कोई भी राज्य कर्मचारी किसी प्रकार भी चुनाव में भाग नहीं ले सकता । इसलिये अगर सदर्न रेलवे के जनरल मैनेजर ने ऐसी कोई आज्ञा जारी की तो वह सर्वथा लोकतंत्रीय परम्परा के अनुकूल थी । ऐसी ही आज्ञा मैं चाहता हूं, गवर्नमेंट के हर एक डिपार्टमेंट को जारी करनी चाहिए थी ।

इतना कह चुकने के बाद अब मैं रेलवे टाइपिस्टों के सम्बन्ध में कुछ कहना चाहता हूं । रेलवे में करीब सात आठ हजार टाइपिस्ट हैं । इनके तीन वर्ग हैं । एक वर्ग की सेवा आरम्भ होती है ११० से और जाती है १८० रुपये तक । दूसरे वर्ग की सेवा १३० रुपये से आरम्भ हो कर ३०० रुपये तक जाती है । तीसरे वर्ग की २१० से आरम्भ हो कर ३८० तक जाती है । इस प्रकार से रेलवे विभाग ने सात आठ हजार टाइपिस्टों को इन तीन श्रेणियों में बांटा है । जो टाइपिस्ट ११० से १८० रुपये के ग्रेड में है, उनकी संख्या करीब ६५ प्रतिशत या ७० प्रतिशत है । इनकी तरक्की का कोई जरिया नहीं है । १३०–३०० और २१०–३८० के स्केल जिन टाइपिस्टों के हैं उनकी संख्या ३० या ३५ प्रतिशत है । जो नीचे के स्केल के टाइपिस्ट हैं, उनकी उन्नति के बारे में रेलवे बोर्ड ने एक सर्क्युलर जारी किया है कि अगर पन्द्रह टाइपिस्ट एक स्थान पर हों तो उन में से एक टाइपिस्ट को उन्नति दी जाएगी । आप समझ सकते हैं कि १५ टाइपिस्ट किसी एक स्थान पर होंगे नहीं, लिहाजा किसी टाइपिस्ट को कोई तरक्की नहीं मिल सकती । मैं चाहता हूं कि इसके सम्बन्ध में कोई एक निश्चित रूपरेखा होनी चाहिए । जो यह कह दिया गया है कि किसी एक स्थान पर पन्द्रह टाइपिस्ट होंगे तो उनमें एक को तरक्की मिल जाएगी, यह भी ठीक नहीं है क्योंकि पन्द्रह टाइपिस्ट एक स्थान पर होंगे नहीं और न ही किसी को तरक्की मिल सकेगी । इसको भी बदलना चाहिए । यह जो रूल बनाया है कि पन्द्रह के ऊपर अगर किसी स्थान पर टाइपिस्ट होंगे तो एक को २१०–३८० का ग्रेड दिया जाएगा, इसको बदलने की जरूरत है ।

रेलवे में एक बाबू वर्ग है और उस वर्ग की तरक्की होती है । लेकिन बाबू और टाइपिस्ट में फर्क होता है । टाइपिस्ट एक टेक्नीकल हैंड है क्योंकि वह टाइप करना

[श्री रघुनाथ सिंह]

जानता है । जब आप और जगहों पर टेक्नीकल हैंड को.दस परसेंट ज्यादा तनख्वाह देते हैं तो कोई वजह नहीं है कि जो टेक्नीकल हैंड हैं और जो आपकी रेलवे में काम करते हैं, इनको भी आप दस परसेंट ज्यादा तनख्वाह न दें । इसके साथ ही साथ टाइपिस्ट लोगों का आपरेटिंग अलाउंस भी बराबर होना चाहिए । अंग्रेज जब यहां थे और जब उनका राज्य यहां था, उस समय टाइपिस्टों को इस प्रकार का एलाउंस दिया जाता था । मेरी रेलवे बोर्ड से और रेलवे मंत्री से प्रार्थना है कि टाइपिस्टों को आपरेटिंग एलाउंस भी दिया जाए क्योंकि उनकी टेकनीकल क्वालिफिकेशन होती है । वे टाइप करते हैं और उनकी तरक्की का कोई साधन नहीं है—वन्स ए टाइपिस्ट आलवेज ए टाइपिस्ट । एक क्लर्क एक स्थान से दूसरे स्थान को जाता है और दूसरे स्थान से तीसरे स्थान को और चौथे स्थान को जाता है और इस तरह उसकी तरक्की हो जाती । लेकिन बेचारा टाइपिस्ट तो रात दिन टक टक टक टक किया करता है । सिवाय टाइप करने के उसके जीवन में और कोई विकास का साधन नहीं होता । लिहाजा में यह कहना चाहता हूं कि रेलवे विभाग .....

श्री ब्रजराज सिंह : टाइपिस्ट मिनिस्टर बन सकता है ।

श्री रघुनाथ सिंह : तो आप टाईपिंग शुरू कीजिए आप मिनिस्टर हो जाएंगे ।

श्री ब्रजराज सिंह : हम तो टाइपिस्ट बनने ही वाले हैं ।

श्री रघुनाथ सिंह : टाइपिस्ट बन जाइए तो मिनिस्टर बन जाएंगे ।

तो मेरा निवेदन है कि यह जो १५ टाइपिस्टों में से एक को तरक्की देने का नियम है इसका इस प्रकार भाष्य किया जाए कि अगर एक जोन में १५ टाइपिस्ट हैं तो उनमें से एक को तरक्की दी जाएगी, यह भाष्य नहीं होना चाहिए कि अगर एक आफिस में १५ टाइपिस्ट होंगे तो उनमें से एक को तरक्की दी जाएगी । अगर एक जोन में १५ टाइपिस्ट हों और उनमें से एक को तरक्की दी जाए तो इन टाईपिस्टों को अपने जीवन में कुछ तरक्की प्राप्त हो सकेगी, नहीं तो—वन्स ए टाइपिस्ट आलवेज ए टाइपिस्ट—उनकी जिन्दगी केवल टाइप करते करते ही समाप्त हो जाएगी । इसलिए मेरा निवेदन है कि १३० से ३०० तक की ग्रेड के जो टाइपिस्ट हैं उनमें से ३० परसेंट को तरक्की दी जाए और जो २१० से ३८० तक के हैं उनमें से १० परसेंट को तरक्की दी जाए । इसी प्रकार इनकी समस्या हल हो सकती है ।

टाइपिस्ट एसोसिएशन ने एक स्मृतिपत्र भेजा है रेलवे विभाग को लेकिन अभी तक उस पर कोई कार्रवाई नहीं हुई है । रेलवे विभाग की स्थिति कुछ ऐसी है जैसी कि हम देखते हैं गार्ड झंडी हिलाता है लेकिन ड्राइवर सोता रहता है और गाड़ी को स्टार्ट नहीं करता, या ड्राइवर सीटी देता है गार्ड सोता रहता है और गाड़ी चलने में देर हो जाती है । इसी प्रकार रेलवे विभाग में अगर कोई स्मृतिपत्र भेजे तो उसका जवाब ही नहीं मिलता और कोई उस पर विचार नहीं करता । ये छोटी छोटी बातें हैं पर इन पर आपको अवश्य ध्यान देना चाहिए ।

अब मैं थोड़ा सा अपने क्षेत्र के विषय में कहना चाहता हूं । रेलवे विभाग किस प्रकार काम करता है इसका आपको इस बात से पता चलेगा कि हम लोग करीब दस बरस से कहते आ रहे हैं, बनारस की अन्तरिम जिला परिषद और म्युनिसिपैलिटी सब ने इस बारे में प्रस्ताव पास किये हैं कि

बनारस के सबर्ब मे बाबतपुर और खालिसपुर के बीच में एक हाल्ट स्टेशन दिया जाए लेकिन अभी तक बाबतपुर और खालिसपुर के बीच में यह हाल्ट स्टेशन नहीं दिया गया । वहां डबल लाइन हो गई लेकिन अभी तक हाल्ट स्टेशन नहीं खुल सका जब कि बाबतपुर और खालिसपुर के बीच में हवाई अड्डा है और काफी लोग आते जाते हैं । हमने कई पत्र भी रेलवे विभाग को लिखे लेकिन उसकी नींद ही नहीं खुलती । तो मेरा यह निवेदन है कि आप इस तरफ ध्यान दें और बाबतपुर और खालिसपुर के बीच में में एक हाल्ट स्टेशन खोला जाए ।

फेखड़ी और लोहता के बीच में बनकट का एक हाल्ट स्टेशन खोला गया है । पहले कहा जाता था कि यहां पर आमदनी नहीं होगी वहां से अब तीन सौ आदमी रोजाना आते जाते हैं लेकिन फिर भी वहां केवल एक गाड़ी खड़ी होती है । दो लोकल ट्रेन्स चलती हैं । लेकिन समझ में नहीं आता कि एक को वहां रोका जाता है, दूसरी को क्यों नहीं रोका जाता । जब वहां से आमदनी है तो दूसरी गाड़ी को भी वहां रोका जाना चाहिए ।

हमारे क्षेत्र में रेलवे एक इंजिन का कारखाना खोल रही है मड़ुआडी में । उसके सम्बन्ध में बहुत सी जमीन ली जा रही है । उस जमीन के सम्बन्ध में मेरा यह कहना है कि रेलवे विभाग ने काफी जमीन ले ली है और अगर ज्यादा जमीन न ली जाए तो अच्छा है । इतनी ही जमीन से रेलवे काम चला सके तो उत्तम है । यह जमीन शहर के पास की जमीन है और एक एक खेत में चार चार सौ और पांच पांच सौ मन आलू तथा तीस से चालीस मन तक गेहूं पैदा होता है यह जमीन शहर के पास होने से बड़ी कीमती है और इसका कम्पेन्सेशन आप अपने हिसाब से मालगुजारी का बीस गुना ही देते हैं । उससे आमदनी होती है दो हजार रुपये साल की और उसका कम्पेन्सेशन आप देते हैं कहीं ६०० कहीं १२०० और कहीं १३०० । इसलिए मेरा निवेदन है कि इंजिन के कारखाने के लिए यदि आप बहुत ज्यादा जमीन न लें तो अच्छा है । बहुत सी जमीन आप ले चुके हैं । वह काफी होगी । अगर आपको वास्तव में आवश्यकता है तो थोड़ी जमीन और ले लीजिए बहुत ज्यादा जमीन लेकर उसको उफ्तादा छोड़ देने से क्या लाभ है ।

दूसरी बात मैं एक्सीडेंट्स के बारे में कहना चाहता हूं जिसका जिक्र और माननीय सदस्यों ने भी किया है । रेलवे पर जाते समय भय मालूम होता है और सबसे ज्यादा भय तो यह मालूम होता है कि हम ठीक समय से पहुंचेंगे या नहीं । मान लीजिए कि आपको यहां से नागपुर जाना है तो इस बात का बड़ा अन्देशा रहता है कि आपको नागपुर की रेल समय पर मिल सकेगी या नहीं । इसके लिए ऐसा प्रबन्ध होना चाहिए कि गाड़ियां ठीक समय से चलें । अगर गाड़ियां ठीक समय से नहीं चलती तो यात्रियों को भी तकलीफ होती है और भी बहुत से लोगों को परेशानी होती है । आपने इस रोग को दूर करने के लिए बहुत से उपाय किये लेकिन यह रोग अच्छा नहीं हो रहा है । तो मैं शाहनवाज खां साहब से कहूंगा यह जो तपेदिक की बीमारी है इसको आप इंजेक्शन देकर अच्छा करने का प्रयत्न करे । मैं समझता हूं कि जब तक आप सख्त कदम नहीं उठायेंगे तब तक यह रोग अच्छा नहीं होगा । इस प्रश्न का जब भी आप उत्तर देते हैं तो आप ह्यूमन फैक्टर की बात करते हैं । लेकिन यह ह्यूमन फैक्टर तो जब से खुदा ने दुनिया कायम की है तब से है और कयामत तक रहेगा । तो इस ह्यूमन फैक्टर से आप निकलें ताकि जनता की परेशानी कम हो । इस ह्यूमन फैक्टर की भी एक सीमा होनी चाहिए । तो मेरा निवेदन है कि अगर आप इस ह्यूमन फैक्टर में कुछ सुधार कर सकें तो अच्छा हो ।

Shri Somani (Dausa): The vital role that our railways play in our national

[Shri Somani]

economy cannot be over-emphasised. We have had quite interesting details in the White Paper about the achievements of the railways during the decade of planned economic development. The fact, however, remains, that in spite of the phenomenal increase in the capacity of the railways, they are still not able to cope up with the requirements of the various sectors of our economy in full.

It will be appreciated that the progress of railway facilities must precede and not follow the development in the other sectors of our economy, and it is, therefore, of very great importance for our economic progress that the railways must assess their future requirements on a realistic basis, and must intelligently anticipate the dynamic growth in the various sectors, so that the Planning Commission may be able to make a provision which will create the necessary increase in the railway facilities to the extent to which the growth of our economy requires.

It is gratifying to learn that there has been some increase in the allocations in the Third Five Year Plan so far as the tentative allocation of Rs. 1255 crores, corresponding to the increase in the originating traffic to about 235 million tons is concerned. This was in the final draft of the Third Five Year Plan and was increased to Rs. 1,325 crores corresponding to the originating traffic of 245 million tons. As the hon. Minister of Railways himself has indicated in his statement, this estimate, again, is an under-estimate and the matter is still under the consideration of the Planning Commission and the Railway Ministry. The history of bottlencks in railway bookings during the last one year or 18 months clearly indicates the urgent necessity of revising these allocations still further upward to a very substantial extent.

In this connection, I am really very much surprised and disappointed to find that the Railway Minister has not a word to say in his statement about the bottleneck of coal supplies. This is not a new phenomenon. Even in the last year's budget debate on railways, we had a series of complaints which various industrial centres had made to the Railway Ministry about the inadequacy of railway wagons for transport of coal which is so vital to our industrial production. That complaint has continued to remain and indeed the position, if anything, has deteriorated further. The record of the supply of railway wagons will show that the Coal Controllor estimated the requirements of the collieries in West Bengal and Bihar areas during 1961 at an average of 6,150 wagons per day. As against this, coal loading during the year was on an average 4,768.6 wagons. Even as late as January last, wagon loadings were only 4,731.92 per day. That shows that the railways have throughout been behind the target set for coal movement. They have not even been able to fulfil the targets which the railways themselves had accepted, leave aside the anticipation of increased capacity due to reasons which may not have been anticipated at the time when the railway programme was formulated. My submission is that even the targets which were accepted by the railways have not been fulfilled.

In this connection, it will be very appropriate if the hon. Minister in reply makes a comperhensive review so far as the position of coal supply is concerned. Time and again during last year and even now, certain industrial centres are suffering very badly due to inadequacy of wagons for coal traffic. The textile industry of Ahmedabad specially, which is a very important centre of the textile industry, has been fed on a hand-to-mouth basis.

12:44 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

The industry has been functioning on supplies or stocks sufficient for two

days and three days and sometimes mills have been even threatened with closure. Indeed, there is some sort of pool system whereby one mill tries to keep the other mill working out of its surplus stocks of coal. This situation is not a temporary one; it has existed now for a pretty long period, at least for more than a year. Yet in a situation where not only the textile industry in Ahmedabad but various other industries in the western region and in various other parts of the country have been suffering due to non-availability of adequate numbers of wagons, we find the Railway Minister completely complacent or indifferent in the statement which he has been good enough to make to the House in regard to this interim budget. So this problem of coal supplies is really of vital importance to maintain industrial production in the various sectors and I hope the hon. Minister will in his reply give a clear picture of the position as it exists today and about the steps which the Railway Ministry propose to take to see that these bottlenecks are not allowed to develop further.

I would now like to say only a word about the freight structure. We have a warning in the Railway Minister's statement about the possible increase in railway freight and passenger fares at the time when the full budget is presented to the new House. I would like to submit that the policy of the railways should be oriented to subserve the paramount interest of our national economy and promote the development of the various sectors thereof. So far as the railways' own earnings are concerned, my submission is that they should be subordinated to the national objective of promoting development in the various sectors of our economy.

I would like to specifically draw the attention of the hon. Minister to the question of exports. Time and again, representations were made to the Railway Board for suitable revision and relief in the freight structure for transport of commodities in the export trade. The railways' attitude has been completely unhelpful and unresponsive to the series of representations which have been made from time to time in this consection. I am glad the Mudaliar Committee which has gone into the entire question of exports and imports and has made very valuable suggestions has also suggested a general relief of 25 per cent in the transport of all commodities meant for export. This is really a very useful suggestion and I do hope and trust that at the time the full railway budget is presented, the hon. Minister will take due note of this very vital recommendation which is intended to promote our exports.

The railways have got a responsibility to promote the national development programme and when it has been established and substantiated by facts and figures that railway freight is in coming in the way of our competing in the international markets, it is their responsibility to ensure that the necessary relief in freight is forthcoming even if it means a loss of revenue to the railways. After all, a loss of revenue in the railways can be compensated in so many other ways but loss of exports or loss of production of various industries in the country means loss of a character which is far more serious than the loss of revenue to the railways. I am, therefore, appealing to the Railway Ministry to take a very broad view of the implications of their policy and the repercussions which their policy has or the general national development of our country. Whether it is a question of development of railway resources for increased capacity or it is the formulation of the policy of freight structure, it is the responbibility of the railways to give the due importance to the vital question of promoting the sational economy first and promoting their own interest second.

Mr. Deputy-Speaker: Shri P. G. Sen.

Some Hon. Members *rose*—

Mr. Deputy-Speaker: Yesterday there were no speakers. I was look-

[Mr. Deputy-Speaker]

ing to both sides to find speakers. But today there are at least 12 hon. Members who have sent me chits.

Shri Tyagi (Dehra Dun): Should we compete to catch your eye or should we send chits?

Mr. Deputy-Speaker: Only compete to catch my eye. That would be the criterion, that would be the only dominating factor. I had promised to call Shri P. G. Sen yesterday.

Shri P. G. Sen (Purnea): Yes, but Shri Somani was called.

Mr. Deputy-Speaker: He had every rightly to be caled. There was nothing unparliamentary in that.

Shri P. G. Sen Hon. Members shall conclude their speeches within 15 minutes.

Shri P. G. Sen: While welcoming the Budget that has been presented by the hon. Railway Minister, I have some observations to make in respect of the NE and NF Railways. I do appreciate the extension of the broad gauge line from Barauni to Samastipur, which was very essential. But this is a long route. It is the only route to the NE & NF Railways that caters to the whole of North Bihar, North Bengal and Assam. This section is only 112 miles or 179 kolometres, *i.e.*, from Baruni to Katihar.

Dr. M. S. Aney (Nagpur): Don't talk in terms of kilometres, people don't understand.

Shri P. G. Sen: These 112 miles remain to be broad-gauged. Because, the Khajuria Ghat track passes up to Siliguri. That has been converted into broad gauge. And if this portion of the N.E. and N.F. Railway is converted into broad gauge, the entire section will be well fed. On this line, as you know, there is a great rush, as all the labouring classes in the tea gardens of Assam go and come by this railway. The rush is so great that you will find people travelling on the roofs of carriages. So it is very important that this portion should be converted into broad gauge.

Then, the Purnea and Murliganj-Behariganj section is a very old railway, but it will be a surprise to you, Sir, and to the House to know that the railway stations are still thatched ones. And they are so dusty. I had a very bad experience during the elections. All the people were blaming us that though this railway line is pretty old, still it is left uncared for. This line is so dusty that the passengers rather seem to take a bath of dust when they emerge from the trains! So the people wanted that at least stone chips should be spread on the track so that the dust may not rise to the extent as it does now.

The hon. Minister was pleased a year before to sanction a halt at Gokulpur, but that has not come into effect up till now. That is between Krityanandnagar and Saris stationsfl The contractor has already deposited the required amount and the thatched house has already been constructed by him. Though I am given to understand and am assured to that the station will be opened very soon, it has not been done as yet.

Dr. M. S. Aney: Has the work begun?

Shri P. G. Sen: Yes, it is only a halt, and the work has been completed. But the trains do not stop there and tickets are not being issued to the passengers.

Then there is one level-crossing on the PWD road from Kursela to Jogbani at Sarsi. This is a bus route, but the level-crossing has not been provided. While I was going on my election tours people were telling me that there were ditches cut across the PWD road so that buses could not pass over them. And there was a scuffle between the public and the railways and finally they managed to pass by that road. This is a very bad

thing that on a public road, PWD road, a level-crossing is not provided.

Then there is a demand from the public that a third-class sleeper coach should be provided in the Jogbani-Barauni train. It is further learnt—I do not know how—but there is a strong rumour that the present timing of this train is going to be changed. This train is one which is connecting the capital of the State, that is Patna, and it is a night train. It is reported that this train, No. 35 and 36, is going to be detained at Bihpur for two hours to give clearance to the O.T. Mail. I do not know if it is a fact. But the feeling of the public is that the present timing should be kept.

Again, there is a North-Bengal Express from Sealdah. That reaches Katihar at 10-45 p.m. But there is no connection to Purnea or Jogbani side. The 2-Down O.T. Mail which reaches Katihar at 7-20 hrs. has no connection from Purnea to go to Assam, though it is an important train. My suggestion is that a local train should be provided in conneceian with the North Bengal passengers to Purnea and Jogbani, and it can come back to catch the 2-Down O.T. Mail in the morning. This should be provided for the passengers to travel on the Assam lines.

We had a very bad experience on this line. Myself and Mr. Liladhar Kotoki were coming on the 24th of this month. We reached Barauni at about six, and the shuttle had to start at 6-30. But to our utter surprise it started at about 8-30 and the Delhi coach which was to be attached to Toofan to bring us here, could not be had, and by the time we came to Mokameh the Toofan had left. The train originates from Barauni and I do not know why this shuttle which originates from Barauni should start two hours late. And even then, when we arrived at Barauni by the Kamrup Express the train was not even placed on the platform. After we arrived there the train was placed on the platform. And for two hours the train was detained there. God knows for what, with the result that our coach had to be attached to the Banaras Express and we came to Mughalsarai. But to our good luck the Kalka Mail was late by one hour and so we caught it.

Dr. M. S. Aney: Late-comers are obliged!

Mr. Deputy-Speaker: So, the train coming late was a blessing for the hon. Member.

Shri P. G. Sen: In this case it was.

As regards coal transhipment we are in a very difficult position in Purnea. There is a scarcity, and especially Purnea is a place where the people are very much suffering from fire devastation. People want the erection of a pucca building, but owing to the non-supply of brick-burnin coal this had to be stopped. Last year I was told that many people could not have their bricks burnt owing to this shortage of brick-burning coal. If this brick-burning coal becomes available there, I think gradually the housing problem may be solved in our place.

There is another thing that I wish to mention. In the Kalka Mail by which I was coming, the catering arrangement has deteriorated very much. As many of the passengers told me and I also found, the dining car suffers from cleansing and polishing. It has become very smoky. I hope the authorities will take special care to bring about neatness and cleanliness in the dining car. That is all that I have to say.

13 hrs.

सरदार अ० सिंह सहगल (जंजगीर) : उपाध्यक्ष महोदय, रेलवे मंत्रालय ने जो अन्तरिम बजट पेश किया है उस पर मैं अपने विचार रखना चाहता हूं ।

रेलवे ट्रांसपोर्ट के बारे मे पूरी पूरी खबरें जो इस सदन को मिलनी चाहिए थीं वे नहीं मिली हैं । अभी हाल में व्यापारी संघ के

[सरदार अ० सिं० सहगल]

चेयरमैन ने जो व्याख्यान दिया उससे आपको मालूम होगा कि ट्रांसपोर्ट की संस्था के बारे में उनकी क्या राय है ।

रेलवे बोर्ड समय समय पर अपने अफसरों को बाहर विदेशों में शिक्षा प्राप्त करने के लिए भेजता रहता है और ये लोग जो बाहर जाते हैं ये विभिन्न डिपार्टमेंट से सम्बन्ध रखते हैं । मैं जानना चाहता हूं कि ये लोग जो वापस आकर अपने हैड आफ डिपार्टमेंट को रिपोर्ट देते हैं उस पर आज तक कितनी कार्रवाई हुई है । और क्या जितने लोगों को उन्होंने बाहर भेजा है उन सब की रिपोर्टों को विचार करके सदन के सामने रखने की कृपा करेंगे । मेरा तो यह खयाल है कि ये रिपोर्टें दी जाने पर कोल्ड स्टोरेज में रख दी जाती है और उन पर कोई कार्रवाई नहीं होती । यदि ये लोग एफीशेंसी बढ़ाने या कम खर्च करने के बारे में या एफीशियेंसी रिपोर्ट देते हैं तो उस पर विचार नहीं किया जाता । मेरा अनुरोध है कि जब इतना पैसा लगा कर इन लोगों को बाहर शिक्षा प्राप्त करने के लिए भेजा जाता है तो इनकी रिपोर्ट पर पूरी कार्रवाई होनी चाहिए ।

छत्तीसगढ़ में वैगनों की समस्या व्यापारियों के लिए काफी कष्टदायक है । आज जिले के अधिकारी अपनी मन की करते हैं । उनको इस बात पर ध्यान देना चाहिए कि किस चीज के लिए कितनी प्रायरिटी दी जानी चाहिए । अगर इन सारी बातों को ध्यान में रख कर काम किया जाए तो आज जो छत्तीसगढ़ में असन्तोष है वह दूर हो जाएगा ।

आज जब से बिलासपुर कटनी का रेलवे मार्ग खुला है तब से उस पर दो पैसिंजर गाड़ियां चल रही हैं, मालगाड़ियों को छोड़ कर । आज जब ट्रैफिक ज्यादा है तो क्या यह जरूरी नहीं है कि हम यहां पर गाड़ियां बढ़ावें ? मैं आपसे रायगढ़ और उड़ीसा की बात न कह कर केवल एक जगह का उदाहरण देना चाहता हूं । बिलासपुर से दिल्ली आने के लिए करीब ३६ घंटे का समय लगता है । मेरी समझ में नहीं आता कि इन १२–१४ सालों में इस चीज पर क्यों ध्यान नहीं दिया गया । उनको यह काम करने में क्या दिक्कत है । आपने अनूपपुर से कटनी तक डबल लाइन कर दी है । लेकिन आप देखें कि इस मामले में आप कितनी मदद कर सकते हैं । जब हम लोग बीना पहुंचते हैं तो कुलियों का व्यवहार बहुत खराब होता है । यह चीज आप स्टेशन मास्टर से दरयाफ्त कर सकते हैं । यह चीज मैंने २५ तारीख को देखी । मुझे अफसोस है कि इस बारे में उचित कार्रवाई नहीं की जाती । जो हमारे अफसर वहां हैं उनका फर्ज है कि जब इस बारे में कोई शिकायत की जाए तो उचित कार्रवाई करें । इस ज्यादा समय लगने की कठिनाई को दूर करने के लिए मेरा सुझाव है कि यदि आप एक फर्स्ट और थर्ड क्लास की संयुक्त बोगी बिलासपुर से दिल्ली के लिए चलायें तो बीना में गाड़ी बदलने की आवश्यकता ही न पड़े और यात्रियों को शिकायत का मौका न रहे। ऐसा करके आप मुसाफिरों को बहुत मदद पहुंचा सकते हैं । और उनका कष्ट दूर कर सकते हैं ।

इसके अलावा इन दिनों एक्सीडेंट बहुत देखने में आ रहे हैं । उनके लिए आप ने एक कमेटी नियुक्त की है । उसके लिए मैं आपका शुक्रगुजार हूं । लेकिन आपको देखना पड़ेगा कि एक्सीडेंट के कारण क्या हैं । कौन कौन सी चीजें हैं जिनके कारण एक्सीडेंट होते हैं । सदन के सामने बहुत सी इस प्रकार की सुझाव रखी गई हैं । आप उनको देखिए और उन पर गौर कीजिए कि आप उन कारणों को कहां तक दूर कर सकते हैं । यह देखना आपका पहला फर्ज हो जाता है ।

आप अपने अफसरों को हिदायत करते हैं और साइन बोर्ड भी लगाते हैं कि मुसाफिरों के साथ करटियस व्यवहार किया जाए । मैं चाहूंगा कि २४-३-६२ को जो कम्पलेंट बिलासपुर के स्टेशन की कम्पलेंट बुक में दर्ज की गई है उस पर आप गौर करें और देखें कि जब अच्छे लोगों के साथ ऐसा व्यवहार किया जाता है तो साधारण यात्री के साथ कैसा व्यवहार किया जाता होगा ।

इसके साथ साथ आपने जो जनता के लिए फूड का इन्तिजाम किया है और जनता को फूड दिया है वह एक बहुत अच्छी चीज की है । लेकिन हमको कुछ भोजन शुद्ध ठीक समय पर और अच्छा मिल सके इसका भी आपको खयाल रखना चाहिए ।

दूसरी पे कमीशन की रिपोर्ट के पैरा ४२ में श्री जगन्नाथ दास ने जो सिफारिश की है उस पर कोई कार्रवाई नहीं की गई है । इसके बारे में कुछ रिप्रेजेंटेशन मंत्री महोदय तथा रेलवे बोर्ड के सामने भेजे गये हैं । आपको शान्तिपूर्वक उन पर विचार करना चाहिए और रेलवे कर्मचारियों की तकलीफों को दूर करना चाहिए । मैं आपसे कहूं कि जो आपका दूसरा सबारडिनेट स्टाफ है, जैसे ट्रेवलिंग टिकिट एग्जामिनर, स्टेशन मास्टर आदि, जिनकी तनखा ४५० से ५७५ तक है उनको ट्रेवलिंग अलाउंस साढ़े सात रुपया रोज दिया जाता है जिससे कि उनको महीने में कुल ७७० रुपये के करीब मिल जाता है, जब कि उनकी रनिंगड्यूटी २६ दिन की होती है । लेकिन हाइएस्ट ग्रेड गार्ड को उनसे कम मिलता है । यदि गार्ड न हो तो काम रुक जाए फिर भी उनको इन से कम मिलता है । उसको आप इसेंशियल सरविस में गिनते हैं और उसको आप जबरदस्ती काम पर भेज सकते हैं । होता क्या है, कि इस गार्ड को जिसकी तनख्वाह २०५ से २८० होती है और जिसको कभी कभी थोड़ा आराम मिलने के अतिरिक्त ३० दिन की रनिंग ड्यूटी देनी होती है, सौ किलोमीटर पर आप १.७० रुपया ट्रेवलिंग एलाउंस देते हैं और बहुत जगहों पर जहां मेल और एक्सप्रेस गाड़ियां कम चलती हैं और दूसरी गाड़ियों की गति कम होती है, इनको उतने ही समय काम करने पर कम भत्ता मिलता है । इन सब चीजों को देखते हुए जगन्नाथ दास पे कमीशन की रिपोर्ट में कहा गया है :

"The Jagannath Das Pay Commission appears to have refrained from recommending higher grades for this category under the plea that 'a substantial portion of the remunerations of Running Staff is in the form of Mileage Allowance' thereby expecting suitable revision of it by the Railway Administration."

मैं आपसे कहूं कि आपने इस पर खयाल नहीं किया । इसी सदन के सामने सवाल नम्बर १५६५ का उत्तर देते हुए उपमंत्री महोदय ने ७-१२-६१ को कहा था:

"The matter is under consideration."

हम आपके शुक्र गुजार हैं कि आपने हमको इस प्रकार का आश्वासन तो दिया । लेकिन क्या मैं जान सकता हूं कि आप इस आश्वासन को कब तक पूरा करेंगे । यह सदन ३१ तारीख को खत्म होने वाला है । इस आश्वासन को आपको इस तारीख से पहले पूरा करना चाहिए । मैं आपसे कहूं कि इसके बारे में आपको जल्दी ही क्लेरीफिकेशन करना चाहिए ।

अब मैं मध्य प्रदेश की कुछ बातें रेलवे मंत्री महोदय के सामने रखना चाहता हूं ।

सतना से रींवा और भोपाल तक एक सीधी ट्रेन होनी चाहिए । जो ट्रेन आप भोपाल से कटनी तक लाते हैं उसको बढ़ा कर वह किया जा सकता है ।

बिलासपुर से जो ट्रेन इन्दौर जाती है अगर आप उसकी चाल तेज कर दें तो वह २४ घंटे में इन्दौर पहुंच सकती है ।

[सरदार अ० सि० सहगल]

इसी तरह से एक फास्ट ट्रेन बिलासपुर से बीना तक हो जिसमें एक कम्बाइंड बोगी दिल्ली के लिए हो ताकि लोग बिलासपुर से दिल्ली २४ घंटे में पहुंच सकें। इससे रायपुर और उड़ीसा जान वालों को भी सहूलियत हो जाएगी ।

इसके अलावा चिरमिरी से जो बोगी लगायी जाए उसे भोपाल तक कायम रखें ।

फर्स्ट क्लास के तथा दूसरे डब्बों में लाइट का समुचित प्रबन्ध न कर सकने की जो आपकी दिक्कत है उसको मैं समझता हूं। चोरियों की वजह से आप इस चीज को पूरा नहीं कर पा रहे हैं इसमें मैं आपसे सहमत हूं ।

आखिर में मैं आपके सामने चोरियों के सम्बन्ध में कुछ कहना चाहता हूं। आपके पास रेलवे प्रोटेक्शन फोर्स है वह क्या करती है ? क्या हमारी यह ड्यूटी नहीं है कि हम इन सब चीजों को देखें और इन पर गौर करें। आपके स्टाफ का कोई आदमी अगर पकड़ा जाता है तो मैं नम्र निवेदन करना चाहता हूं कि उसके साथ ढील न करें। मैं आपसे कहूंगा अपने हाथों को लोहे का हाथ बनायें। ऐसा नहीं होना चाहिए कि अगर कोई सिफारिश आ जाए तो उसको छोड़ दिया जाए। अगर आप इस तरह से करते हैं तो आपकी एडमिनिस्ट्रेशन नहीं चल सकती है ।

अब मुझे ब्रांच लाइनों पर जो डिब्बे लगाए जाते हैं, उनके बारे में कुछ कहना है। उन लाइनों पर सफर करने वाले लोग भी आपको पैसा देते हैं। उन पर भी फर्स्ट क्लास, सैकिंड क्लास और थर्ड क्लास के पैसेंजर सफर करते हैं। आपको चाहिए कि आप देखें कि क्या उन डिब्बों की सफाई भी ठीक ढंग से होती है या नहीं होती है, पीने के पानी का ठीक इंतजाम होता है या नहीं होता है तथा दूसरी सहूलियतें मुसाफिरों को मिलती हैं या नहीं मिलती हैं। मेरे एक मित्र जो रायपुर जिले के हैं और जो शायद बोल नहीं रहे हैं, उन्होंने कहा कि भाटापारा में डाक गाड़ी को खड़ा किया जाना चाहिए। उन्होंने मुझे बताया है कि वह एक बड़ा व्यापारिक सेंटर है और वहां डाक भी जाती है जो रेल द्वारा भेजी जाती है। उस डाक को उतारते वक्त अगर आप वहां पर गाड़ी को खड़ा भी कर दें, कुछ देर के लिए तो आपकी बड़ी कृपा होगी ।

अब मैं वैगंज के एलाटमेंट के बारे में कुछ कहना चाहता हूं। यह समस्या बहुत विकट होती जा रही है। मैं चाहता हूं कि आप हर एक जिले में एक कमेटी बनाएं जिसमें वहां के लोकल जो मर्चेंट्स हैं, उनके नुमाइन्दे रखें, दूसरे जो लोग इसमें इंटिरेस्ट लेते हैं, उनको लें, एक आध मेम्बर जो इंटिरेस्ट लेता है, उसको इसमें रखें और इस तरह से वैगंज की समस्या को हल करने का प्रयत्न करें ।

रेलवे के कार्यों में कहीं कहीं पर कमी रहने के बावजूद भी आप देखेंगे कि कुल मिलाकर उसका कार्यकलाप बहुत ही संतोषजनक रहा है। मैंने जो बातें एसेंशियल सर्विसिज तथा रेलवे स्टाफ के बारे में कहीं हैं, उनकी तरफ मैं चाहता हूं कि आप ध्यान दें। उनकी जो मांगें हैं उन पर आप ठंडे दिल से गौर करें। मैं चाहता हूं कि आप खुद जा कर देखें और देखने के बाद उनकी तकलीफ को दूर करने का प्रयत्न करें। आदमी उनके बीच रहकर ही उनकी तकलीफ को अनुभव कर सकता है और मैं चाहता हूं कि आप भी ऐसा ही करें ।

अन्त में मैं आशा करता हूं कि जो बातें मैंने कहीं उनपर विचार किया जाएगा और अगर हो सकेगा तो उनको अमल में लाने की कोशिश की जाएगी ।

Shri Tyagi: Sir, I am afraid I do not see eye to eye with Shri Somani when he says that the freight rates etc.

should be reduced and that the railways must be used for the purpose of service only and they should not be a profit making concern. I think the railways are the biggest amongst the public sector businesses Government is handling. Therefore, we must prove that it is a profit earning business. We should not run the railways for free service because, after all, we must earn.

I think there is a competition now between rail transport and motor transport. I was surprised to know that the freight rates for goods carried by the trucks from Delhi to Calcutta are much cheaper than the rates charged for goods carried by train. This is a big competition that we are facing and in that competition we have to be economic and have to see that our railways do not start losing their revenues. It is difficult to run the railways with profit, if as another hon. Member said, the human factor does not count. I think, in the public sector, particularly, it is the human factor which counts because public sector and human factor go togeher.

From that point of view I am sorry to say and to confess that our Parliament, during these 5 years, have not given a good account of ourselves. We have not been able to effect any big improvement in the railways although lighting arrangement has improved. There are some big stations constructed. I think it is all a waste of money to put up big buildings for stations and other things, before we produce wagons. We ought to have looked into all these materials that are needed before we spend money on lights etc. I am not so much for amenities. I think during this Plan period we must look more to the actual needs of trains etc. and not to other amenities. Even if the passengers suffer a little on account of lack of amenities, I think, they would not mind if they know that the money is being diverted towards something more important. (*Interruptions*).

This is just by the way. My one feeling is that the department is failing; the railways are a miserable failure. In my opinion that is because their service morale has been lost altogether. The railway services are simmering with discontent from end to end.

You travel on the railways. As soon as it is known that you are an M.P. you are surrounded by the people and they talk all kinds of things about the services.

Shri Thimmaiah (Kolar—Reserved—Sch. Castes): It is a common discontent in every department.

Shri Tyagi: It is more particularly so in the railways. There discontent starts from the top. If you want to bring a sense of discipline in the subordinates, it is for the senior officers to show that they are behaving in a better way so that the subordinates may remain contented.

Take the case of the Chairman of the Railway Board, for instance. He is 58 or more today. He has already received 3 extensions.

Shri Shahnawaz Khan: He is not 58. Your information is not correct.

Shri Tyagi: I do not know what his age is then. He has received 3 extensions; and during the extension period he got one promotion. (*Interruption*). If the Chairman of the Railway Board takes advantage of the rules then the smaller men will also claim the same rights. It must be for the Members of the Board to impress on their subordinate staff that they have a spirit of sacrifice and that they do not care so much for promotion etc. Otherwise, this feeling will go down to the junior staff also.

Another difficulty which has come to my notice is administrative. In the railways the senior officers are being transferred from one place to another; and nobody knows how long he would stay at a particular place. I have got a number of instances and I would just narrate a few.

[Shri Tyagi]

There was a Chief Mechanical Engineer of the South Eastern Railway. He was transferred to the Northern Railway; and he was again transferred after 6 months to another place.

Mr. Deputy-Speaker: The hon. Member may send the list of cases to the hon. Minister; and he may generally comment on them. Otherwise, it would appear as if their cases are being argued here. The hon. Member should not give that impression.

Shri Tyagi: I want to impress....

Mr. Deputy Speaker: The hon. Member may send the list of cases to the Minister; but he may generally comment on them here.

Shri Tyagi: There are some cases. You yourself will be surprised to read them. I will not name the officers. There was one Director, Lucknow; he was promoted as Chief Mechanical Engineer, South Eastern Railway; and then within a year he was brought to the Railway Board. Then, there was the case of Mr. Hydrie, Mechanical Engineer, N.E.F. Railway; he was transferred as Chief Mechanical Engineer, Northern Railway; and within a year he was brought in as the Director, Mechanical Engineering, Railway Board.

Mr. Deputy-Speaker: The hon. Member said that he would not mention names; but he is now mentioning the name.

Shri Tyagi: Then, there was another gentleman; he was the Divisional Superintendent, Rajkot, he was promoted as Director, Standards, Chittaranjan; 3 months after that he was transferred to Simla and 1½ months later he was transferred as Chief Mechanical Engineer, Gorakhpur. There was one Chief Commercial Superintendent, Eastern Railway; he became Chief Operating Superintendent, Northern Railway; 4 months later he became the Chief Operating Superintendent, Madras. There was another Divisional Superintendent, Allahabad. He was made the Chief Operating Superintendent, Bombay and then, 3 months afterwards he was transferred to Calcutta as Chief Operating Superintendent.

This is a list, a long list of senior officers.

Mr. Deputy-Speaker: I believe he would not now continue this long list because as he himself knows, if any hon. Member wants to give instances, he must first of all provide the list to the Minister so that he may be prepared to answer.

Shri Tyagi: I am only giving the names of offices and not officers.

Mr. Deputy-Speaker: That is a sufficient indication to know who those persons are.

Shri Tyagi: How can I point out the defect if I cannot take the names? I only say that such and such officers were transferred from one place to another.

Mr. Deputy-Speaker: Would not the hon. Member agree that he points out the names of persons by their offices?

Shri Tyagi: I will abide by your ruling.

There are officers who have been transferred within 6 months, 3 months or even 2 months; and some are promoted to the Railway Board. How can an officer work if he does not know whether he would be at a particular place for 2 or 3 years? If every 3 or 4 months these officers are transferred, the supervision is lacking. I have got here a list of senior officers, 20 or 30 of them, who have been transferred within every 3 months or 6 months. This is not the way to run the Railways. The services are simmering with discontent

because of the manner in which promotions are being effected. Everybody is sorry; promotion cases are not looked into properly. So the first concern of the Railways must be to set its house in order. If there is discontentment among the services, the railways can never succeed.

Dr. M. S. Aney: Are they transferon promotion?

Shri Tyagi: Promotion and non-promotion, both ways.

Of course in the new Parliament I will again stress my point and see that some committee is appointed to investigate into these matters and report to this House as to what is exactly happening to the services.

Since you, Sir, have stopped me from reading this list, I do not want to go further into it. Now, the Railways are dealing with cultural activities. I had never seen so much of dances, tabla and sarang in the Railways so far. There are accidents on the one side. They were previously observing one cultural week and now there are two cultural weeks. The whole Railways is busy with dancing and other things in the cultural weeks. Now there are two weeks. One week is observed on the birthday of the Minister. What is this?

Shri Shahnawaz Khan: It is absolutely wrong; I am afraid he is absolutely misinformed.

Shri Tyagi: That is what I was told. I will be glad if it is wrong. But are not two weeks observed?

Shri Shahnawaz Khan: It is the railway week.

Mr. Deputy-Speaker: The hon. Member says that there are two weeks and that they were cultural weeks. This week should not be associated with the birthday of the Minister because that is a wild accusation brought without sufficient information. No hon. Member should bring in such accusations.

Shri Tyagi: Were not collections made for the Railway Minister's relief and welfare fund and one week observed recently? Was it not on the occasion of the birthday? This is what is happening. Too much of cultural activity is there; it must be stopped and they must look into their official business rather than rehearsing dramas and dancing on a scale never before seen. What was the amount collected? How is it disposed of? Who disposes the money collected in the cultural weeks? Is there any audit of this or not? There are accidents no doubt on the Railways but the biggest failure of the Railways is in not being able to cope up with the demands for wagons. If the transport fails, the Plan fails. I understand that we have come to such a pause where people are quite sure that people are notgoing to have for some years to come enough wagon facilities. I want the Railway Minister and the whole of the Government to look into this and find out some ways and means to effect immediate improvements in the wagon supply position. Cement is not available, we know. There are cement factories which cannot work full capacity to meet this shortage because they can get neither coal nor line on account of the shortage of wagons. If our industrial set up fails on account of the transport bottleneck, we shall be very sorry for it. I may inform the House that about six years ago when planning was discussed there were quite a few senior members in the Cabinet who foresaw that we might face a crisis of shortage of wagons sometime during this period. (*Interruptions*). It is no secret and there were quite a few senior Ministers who felt that we must look into it even then. I would not mind even if production of wagons is given a higher priority than passenger coaches; people would not mind going in wagons for a little time if it is explained to them that wagons are needed for making our Plans a success. They will not mind suffering a little

[Shri Tyagi]

for the success of the Plan. But there must be wagons and the trains should be run properly. We must see that no sector complains against want of transport. If transport fails everything fails because that is our life line. I hope that will be taken notice of.

Mr. Deputy-Speaker: Shri Ganpat Sahai.

Shri Tyagi: Sir, may I with your permission submit the list to the hon. Minister, as you suggested?

Mr. Deputy-Speaker: Because I suggested? The hon. Member can do it even without my saying so. He can send the list at any time he likes.

श्री गणपति सहाय (सुल्तानपुर) : उपाध्यक्ष महोदय, मैं आपका मशकूर हूं कि आपने मुझे बोलने का मौका दिया है। जसा कि पहले एक बार अर्ज कर चुका हूं जिला सुल्तानपुर जहां से मैं चुन कर आया हूं, उत्तर प्रदश का एक छोटा सा पूर्वी जिला है और वह एक ऐसा जिला है जो कि चारों तरफ से छोटे छोटे जिलों से घिरा हुआ है, जैसे प्रतापगढ़, जौनपुर, आजमगढ़, फैजाबाद, बाराबंकी, लखनऊ, रायबरेली है। आपको यह सुन कर ताज्जुब होगा कि सुल्तानपुर जिले से कोई लाइन आजम ढ़ जान को, राय बरेली जाने को बाराबंकी जाने को अभी तक नहीं बनी है। अगर कोई शख्स इन अजला में जाना चाहें तो उसको बहुत दूर दराज रास्ते से घूम करके इन जिलो में पहुंचना पड़ता है। फासले बहुत कम हैं और अगर यहां पर नई रेलवे लाइन खोली जाए तो नफा भी हो सकता है और जनता को सहूलियत भी।

आपको यह सुन कर भी ताज्जुब होगा कि पचासों बरस से दो रेलवे लाइनें सुल्तानपुर से गुजरती हैं, अलाहाबाद फैजाबाद और लखनऊ जौनपुर लेकिन आज तक न तो कोई मेल ट्रेन यहां से गुजरती है और न कोई एक्सप्रेस ट्रेन और न ही कोई फास्ट पैसेंजर ट्रेन उधर से गुजरती है। मैंने बहुत बार इसके बारे में अर्ज किया है मगर अभी तक उस पर कोई तवज्जह नहीं दी गई है। जो मेल ट्रेन्ज या एक्सप्रेस ट्रेंज बनारस से लखनऊ की तरफ आती हैं वे अगर सीधी सुल्तानपुर के रास्ते से आया करें तो रेलवे के खर्चे में एक तो कमी होगी, दूसरे दूरी कम तय करनी पड़ेगी और तीसरे जनता को सहूलिय भी पहुंच सकेगी। फैजाबाद के रास्ते से बनारस मुगलसराय से लखनऊ तक गाड़ियां आती हैं, तीन चार एक्सप्रेस और फास्ट पैसेंजर ट्रेंज चलती हैं। उनको बहुत लम्बा सफर तय करना पड़ता है लखनऊ पहुंचने में। अगर वे सीधी जौनपुर से सुल्तानपुर होते हुए लखनऊ जाएं तो कम फासला तय करना पड़ेगा और खर्चा भी कम होगा और इसके साथ ही साथ जनता को भी सहूलियत पहुंच सकती है। इससे लोगों को बहुत आराम हो सकता है। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि अभी तक इस सम्बन्ध में कुछ नहीं किया गया है। मैं उम्मीद करता हूं कि इसके बारे में कुछ न कुछ जरूर किया जाएगा।

आपको यह सुन कर भी ताज्जुब होगा कि जिला सुल्तानपुर की आबादी तेरह लाख है और प्रतापगढ़ और फैजाबाद के मुकाबले में यह बहुत बड़ा जिला है। फैजाबाद में से तीन तीन एक्सप्रेस ट्रेंज चलती हैं, प्रतापगढ़ से मेल ट्रेन है लेकिन सुल्तानपुर में कुछ भी नहीं है।

आपने पार्लियामेंट के मेम्बर साहिबान को रेलवे-कम-आइडेंटिटी कार्ड दिया है। आपने उनको यह सहूलियत दी है कि वे फर्स्ट क्लास में सफर कर सकते हैं। मगर यह सुन कर आपको ताज्जुब होगा कि कि सुल्तानपुर से जो ट्रेंज जौनपुर जाती है या जो लखनऊ जाती हैं उनमें कभी फर्स्ट क्लास कम्पार्टमेंट आज तक नहीं लगाया गया है और कभी कभी तो सैकिंड क्लास कम्पार्टमेंट

भी नहीं रहता । इसके नतीजे के तौर पर मेम्बर्ज को थर्ड क्लास में ही लखनऊ आना जाना पड़ता है । लखनऊ से दिल्ली आने के लिए अलबत्ता फर्स्ट क्लास है । मैंने एक सजेशन दी थी कि जो एक्सप्रेस ट्रेंज हावड़ा से जौनपुर आकर खत्म हो जाती है अगर वह ट्रेन बजाय जौनपुर में खत्म होने के लखनऊ तक लाई जाए तो एक एक्सप्रेस ट्रेन बहुत असानी से सुल्तानपुर के रास्ते आ सकती है ।

मैंने यह भी अर्ज किया था कि लखनऊ से जो ट्रेन मुरादाबाद होते हुए रात को जाती है, लखनऊ एक्सप्रेस और जो जा करके लखनऊ में ठहर जाती है उसका नतीजा यह होता है कि दिल्ली तक जाने वाले मुसाफिरों को लखनऊ में छः घंटे पड़े रहना पड़ता है और तब जाकर उनको दूसरी ट्रेन सुल्तानपुर जाने के लिए मिलती है । अगर उस ट्रेन को बजाय लखनऊ रोक देने के जौनपुर तक चलाया जाय तो दो दो एक्सप्रेस ट्रेंज सुल्तानपुर से गुजर सकती ह । बहुत असानी से यह काम हो सकता है ।

इसके अलावा मुझको एक बात और यह अर्ज करनी है कि सुल्तानपुर जिले में एक रेलवे क्रासिंग है कि जिस रास्ते से तमाम वैहिकुलर ट्रैफिक तीन तहसीलों का गुजरता है । उसको लखनऊ-सुल्तानपुर रेलवे क्रासिंग कहते हैं । उस क्रासिंग का फाटक घंटों बन्द रहता है और उसकी वजह यह है कि आपने एक लोको शेड बना दिया है रेलवे स्टेशन के दक्षिण में । वहां से जब शंटिंग होता है तो उसकी वजह से घंटों क्रासिंग बन्द रहता है और हर तरह का ट्रेफिक बन्द हो जाता है जिसकी वजह से लोगों को तकलीफ होती है ।

डिवीजनल सुपरिन्टेडेंट, लखनऊ, दो मर्तबा सुलतानपुर तशरीफ लाए । मैं खुद जाकर उनसे मिला और उनसे यह अर्ज किया और उन्होंने खुद हुक्म दिया कि फर्स्ट क्लास लगाया जाए और एक्सप्रेस ट्रेन इधर से निकाली जाए, मगर आज तक कुछ भी नहीं हुआ । मैं ये सब बातें आपकी तवज्जह में लाना चाहता हूं ।

आपके एडमिनिस्ट्रेशन के बारे में बहुत बातें क ने को हैं लेकिन इस वक्त में वे सब बातें नहीं कहना चाहता । मैं चाहता हूं कि जो बातें मैंने कही हैं उन पर आप ध्यान दें और इन कमियों को पूरा करने की कोशिश करें ।

श्री ब्रजराज सिंह : उपाध्यक्ष महोदय, अन्तरिम बजट में रेलवे मन्त्री महोदय से और किसी नीति सम्बन्धी बात के बारे में चर्चा की आशा न भी रही होती, परन्तु एक आशा तो जरूर की जा सकती थी कि मुल्क में जो संकट पैदा हो रहे हैं माल को इधर से उधर ढोने में, उनके सम्बन्ध में कोई सक्रिय कार्रवाई करने का आश्वासन दिया जाएगा । लेकिन बजट की स्पीच को और बजट पर व्हाइट पेपर को पढ़ने के बाद ऐसा नहीं लगता कि रेलवे मन्त्रालय कोयला ढोने या सीमेंट के ढोने या और दूसरे कच्चे माल को कारखानों में ले जाने और कारखानों के तैयार माल को उपभोक्ताओं तक पहुंचाने की समस्या के प्रति पूरी तरह से जागरूक है ।

जब भी इस सदन में चर्चा की गयी खास तौर से कोयले के ढोने के सम्बन्ध में तो रेलवे मन्त्री ने कहा कि यह काम मेरा नहीं है, इसकी जिम्मेदारी स्टील माइन्स और फ्यूअल मन्त्रालय को दे दी गयी है । और जब उनसे पूछा जाता है तो वह कुछ दूसरा ही जवाब दे दिया करते हैं । इसके लिये मुझे ऐसा आवश्यक लगता है कि जब दोनों मन्त्री सदन में मौजूद हों तो दोनों मिल कर इस बारे में एक साथ वक्तव्य दे सकें । यह स्थिति देख कर ताज्जुब होता है । यह एक केन्द्रीय सरकार है । उसकी एक नीति है, एक मन्त्रिमण्डल है जो कि नीतियां निर्धारित करता है, लेकिन उनका

[श्री ब्रजराज सिंह]

पालन करने वाले मन्त्री अलग अलग इस तरह के वक्तव्य देते हैं जैसे कि वे कुछ अलग अलग सरकारें हों। ऐसा क्यों होता है, जब मैं इसका विश्लेषण करता हूं तो इसी नतीजे पर पहुंचता हूं कि कोई निश्चित नीति ही नहीं है।

मैं पूछना चाहता हूं रेलवे मन्त्री से कि आखिर तीसरी पंचवर्षीय योजना बनाते समय, खास तौर से रेलवे के सम्बन्ध में, क्या इस बात का ख्याल रखा गया ? क्या इस बात का ख्याल रेलवे मन्त्री ने रखा और अगर उन्होंने इसका ख्याल रखा तो मन्त्रिमण्डल ने उसको स्वीकार किया या नहीं किया और नहीं किया तो क्यों नहीं किया, कि आखिर तृतीय पंचवर्षीय योजना के अन्तर्गत देश में माल के उत्पादन की क्षमता बढ़ जाएगी तो उस माल को ढोने के लिये कितने वैगनों की आवश्यकता होगी और क्या उतने वैगन्स के निर्माण का काम आरम्भ कर रहे हैं ? और अगर नहीं कर रहे हैं तो इस वैगन्स की कमी को कैसे दूर किया जाएगा। अभी तृतीय पंचवर्षीय योजना का सिर्फ एक साल गुजरा है और एक साल के अन्दर ही यह संकट दूभर होता जा रहा है, कठिनतर होता जा रहा है कि उसके समाधान का कोई रास्ता ही नहीं दिखायी देता।

कोयले के बारे में जब चर्चा हुई राज्य सभा में तो उपमन्त्री महोदय माननीय शाहनवाज खां साहब ने यह फरमाया कि १९६ कोयले के वैगन नित्य मुगलसराय से ऊपर के हिस्से में ढोये जाने लगे हैं। उन्होंने कहा था कि २०० डब्बे ढोए जायेंगे। मगर २०० और १९६ में कोई विशेष फर्क नहीं है। लेकिन प्रश्न यह है कि १९६ वैगन्स से क्या इस संकट को दूर किया जा सकता है। बड़े बड़े लोग जिनके संगठन हैं वह तो सरकार को कभी कभी प्रभावित करने में सफल हो जाते हैं। कभी कभी सोमानी साहब कपड़े के कारखानों के लिये कोयला प्राप्त कर सकते हैं। दिल्ली में शायद कुछ कोयला प्राप्त हो सकता है। लेकिन मैं पूछना चाहता हूं कि देहात में ईंटों के भट्टों के लिये किसी तरह का कोयला नहीं मिल रहा है जिसके कारण सारा निर्माण कार्य ठप्प हो रहा है। स्कूल नहीं बन सकते, अस्पताल नहीं बन सकते, सड़कों के लिये जो झामा ईंटें चाहियें वे नहीं बन सकतीं। इसके लिये सरकार क्या सोच रही है और अगर नहीं सोच रही है, तो मैं पूछना चाहता हूं कि यह किस की जिम्मेदारी है। आखिर इस जिम्मेदारी कोई उठाने के लिये को तैयार है या नहीं।

कितने वेगन चाहिये कोयला ढोने के लिये इसकी तरफ ध्यान नहीं दिया जा रहा है। मेरा अपना ख्याल है कि तृतीय पंचवर्षीय योजना के आखिर में जितने कोयले का उत्पादन हो जाएगा और उसके इस्तैमाल से जितनी दूसरी चीजों का उत्पादन होगा उन को ढोने के लिये आज जितनी वैगन्स चल रही हैं उनसे करीब दुगनी वैगन्स की आवश्यकता होगी। तृतीय योजना के अन्त में कोयला ढोने के लिये १२०० वैगन्स की आवश्यकता होगी और तभी उससे और माल के उत्पादन में सहायता मिल सकेगी। मैं पूछना चाहता हूं कि रेलवे मन्त्री इस समस्या के प्रति जागरूक हैं या नहीं और यदि जागरूक नहीं हैं तो—जनता ने शक्ति छीन ली है— मैं कहना चाहूंगा कि यदि उनको इस बात का ज्ञान नहीं है कि तृतीय योजना के अन्त में कोयला ढोने के लिये और जो माल और मुल्क में तैयार होगा उसको ढोने के लिये कितने वैगन्स की आवश्यकता होगी तो उनको अपनी गद्दी पर बैठने का अधिकार नहीं हो सकता। मैं कहना चाहूंगा कि अब वक्त आ गया है जब सरकार को पूरी तरह सचेत होकर इस बात पर विचार करना चाहिए कि क्या उनके वैगन के कार्यक्रम में, रेलवे लाइन डालने के कार्यक्रम में किसी ऐसे परिवर्तन की आवश्यकता है कि जिसके बिना मुल्क की प्रगति रुक जाएगी। इसलिये पहली बात तो मैं यह

कहना चाहूंगा कि कोयला, सीमेण्ट और दूसरे माल को ढोने के लिए पंचवर्षीय योजना के लक्ष्यों की पूर्ति के लिए दूसरा माल उत्पादन के लिए जिन पदार्थों की आवश्यकता होती है उनके ढोने की सुव्यवस्था होनी चाहिए । अगर ऐसा नहीं किया जा सका तो उससे कारखानों का उत्पादन रुकेगा, गांवों में कुंवें नहीं बन सकेंगे, सड़कें नहीं बन सकेंगी, स्कूल नहीं बन सकेंगे, मकान नहीं बन सकेंगे, और नतीजा यह होगा कि जिस समाजवादी समाज की रचना आप करना चाहते हैं उसकी रचना तो दूर रही, जो समाज आज है वह भी ध्वस्त हो जाएगा ।

दूसरी बात जो मैं कहना चाहता हूं वह यात्रियों के सम्बन्ध में है । अभी मेरे मित्र त्यागी जी ने जोश में कुछ बात कही, और शायद मुझे भी जोश में कुछ ऐसी बातें कहनी पड़ें । हमें माल को ढोने के लिए वैगन चाहिए यह ठीक है क्योंकि माल का ढोना आवश्यक है । लेकिन जब प्रश्न आता है यात्रियों को ढोने का तो एअरकंडीशन्ड के यात्रियों को ढोने के लिए आप सुविधाएं देंगे, फर्स्ट क्लास के यात्रियों को ढोने के लिए आप सुविधाएं देंगे, लेकिन जब तीसरे दर्जे का सवाल आएगा, उस आदमी का सवाल आएगा जो हिन्दुस्तान की रीढ़ की हड्डी है, जिसके ऊपर रेलवे चलती है, जिससे देश चलता है, जब उसका सवाल आएगा तो किसी को चिन्ता नहीं है कि वह खड़ा भी हो सकता है या नहीं, सोने की बात तो अलग रही । रात को सोने की बात और दिन में बैठने की बात तो अलग रही, वह खड़ा नहीं हो सकता । क्या उनके लिए रेलवे मंत्री रेलवे में अधिक क्षमता पैदा करने की बात सोचते हैं? क्यों नहीं उन लोगों के लिए डिब्बे बन रहे हैं और अगर नहीं बन सकते तो किस तरह से इस कार्यक्रम को सफल बनाया जा सकता है । इस बात पर विचार करने की जरूरत है । मैं कहना चाहूंगा कि तीसरे दर्जे के यात्रियों के लिए कम से कम बैठने के स्थान की व्यवस्था होनी चाहिए, और सोने की भी व्यवस्था होनी चाहिए, रात में । आप तीसरे दर्जे के मुसाफिर से जितना किराया लेते हैं आपको उसी अनुपात में उसे सुविधा देनी चाहिए । आप जो सुविधाएं फर्स्ट क्लास के यात्री को देते हैं वे उस किराए के अनुपात में कहीं ज्यादा हैं जो आप उससे लेते हैं । इसलिए मैं कहना चाहता हूं कि तीसरे दर्जे के यात्रियों के लिए, जो कि रेलवे फाइनेन्स की रीढ़ की हड्डी हैं, विशेष सुविधाओं का प्रबन्ध होना चाहिए और खास तौर से उनके लिए बैठने की जगह का प्रबन्ध किया जाना चाहिए ।

अब मैं एक बात जो रेलवे लाइनें तोड़ दी गई थीं लड़ाई के जमाने में, उसके बारे में कहना चाहता हूं । मैं एक ऐसी लाइन के बारे में आपसे कहने जा रहा हूं जो कि लड़ाई के जमाने में तोड़ दी गई थी लेकिन अभी तक नहीं डाली गई है । मेरी राय में शायद यही एक लाइन है जो अभी तक डाली नहीं गई है । आगरा से एक लाइन थी जो वाह तक जाया करती थी । इसको लड़ाई के जमाने में तोड़ दिया गया था । बार बार अनुरोध करने के बावजूद भी इसको अभी तक डाला नहीं गया है । मैं रेल की किसी नई लाइन के बारे में नहीं कहूंगा क्योंकि अगर मैं उस बात को कहूंगा तो आप कहेंगे कि वैगंज नहीं हैं, सवारी के डिब्बे नहीं हैं, इसलिए नई लाइन नहीं डाली जा सकती है । लेकिन जो आपकी नीति है उसको तो अमल में लाएं । जो यह लाइन लड़ाई के जमाने में तोड़ दी गई थी, आगरा से वाह तक की इसको पुनः डालने की रेल मंत्री जी कोशिश करेंगे ऐसी मैं आशा करता हूं ।

इसी संदर्भ में मैं एक और बात कहना चाहता हूं । रेलवे को वक्त वक्त पर अपने यार्ड को बनाने के लिए या निर्माण कार्यों के लिए जमीन की जरूरत पड़ती रहती है । मेरे भाई श्री रघुनाथ सिंह जी ने इसके बारे में थोड़ा सा कहा है । मैं कहना चाहता हूं कि जब शहरों में जमीन ली जाती है तो उसका मुआवजा देने के बारे में एक सिद्धान्त निर्धारित है लेकिन

[श्री ब्रजराज सिंह]

जब गांवों की जमीन ली जाती है, उसके बारे में कोई दूसरा ही सिद्धान्त निर्धारित कर दिया गया है। शहरों में जब मकान या जमीन ली जाती है तो मुआवजे का सिद्धान्त यह है कि बाजार भाव जो हो और जिस पर वह बिक सकती हो, वही उसका मुआवजा दिया जाएगा लेकिन अगर देहात के किसान की जमीन ली जाती है तो उसको मुआवजा देने का सिद्धान्त दूसरा ही है और उस सिद्धान्त से बिल्कुल भिन्न है। १८९३ का जो लैंड एक्वीजीशन एक्ट है, उसके मुताबिक मुआवजे की राशि तय की जाती है। आप निर्माण के काम में अगर यह हिसाब लगाते हैं कि हमने इतना मुआवजा दिया है और कोई ज्यादा खर्चा नहीं पड़ा है तो मैं कहूंगा कि आप एक प्रकार से कानूनी डकैती डाल करके किसान का माल लेते हैं। जो बाजार भाव उस जमीन का मिल सकता है उसे वह न देकर बहुत ही कम, नामात्र का मुआवजा आप देते हैं। इस दृष्टिकोण में, इस नीति में परिवर्तन होना चाहिए। जिन की आबादी देश की कुल आबादी का ७० प्रतिशत है और जिस के उपजाऊ खेत को आप ले लेते हैं ऐसे कानून के अन्तर्गत जिस कानून को कि ब्रिटिश सरकार ने बनाया था, उस सरकार न बनाया था जो कि किसान की दुश्मन थी, तो यह बिल्कुल गलत बात है। मैं चाहता हूं कि इसमें आप की रेलवे को अपनी ओर से कहना चाहिये कि बाजार भाव पर जिस प्रकार से शहरों में मुआवजा दिया जाता है उसी तरह से गांवों में भी दिया जायेगा। चूंकि किसान कमजोर है, संगठित नहीं है, इसलिये क्या उस को लैंड एक्वीजीशन एक्ट के तहत मुआवजा दिया जाता है? आम तौर से जो उस को मुआवजा दिया जाता है वह सौ रूपये के बजाय एक रुपया दिया जाता है, सौवां हिस्सा मुआवजा उस को दिया जाता है। मैं चाहता हूं कि मुआवजा देने के सिद्धान्त में रेलवे परिवर्तन करें जिस से किसान को न्यायपूर्ण ढंग से मुआवजा मिल सके और उचित मुआवजे से वह महरूम न हो।

जो दुर्घटनायें हुई हैं, उन की ओर भी आप का ध्यान खींचा गया है। इस के जवाब में सरकार कह सकती है कि एक कमेटी बिठा दी गई है। मैं इस सम्बन्ध में केवल इतना ही कह सकता हूं और केवल यही आशा कर सकता हूं कि जो कमेटी निर्मित की गई है, वह इस प्रश्न पर गम्भीरतापूर्वक विचार करे और ज्यों ही वह अपनी रिपोर्ट दे, सरकार उस को इम्प्लेमेंट करने में ज्यादा वक्त न लगाये और यह न कहे कि उस पर विचार जारी है। उस की सिफारिशों को उचित तरीके से अमल में लाया जाये ताकि दुर्घटनाओं को रोका जा सके।

मैं उन लोगों में से हूं जो बार बार सरकार की इस बात के लिये आलोचना करता रहा हो कि सरकार समाजवादी समाज की रचना करने में कोई सक्रिय काम नहीं कर रही है। इस सिलसिले में जो बात मैं कहने जा रहा हूं, उस को ले कर शायद यह कहा जाये कि कैसे समाजवादी तुम हो जो इस तरह की बात कह रहे हो लेकिन मैं इस नतीजे पर पहुंचा हूं कि रेलवे ने जो खान पान की वस्तुओं का डिपार्टमैंटलाइजेशन किया है, विभागीकरण किया है, यह वास्तव में समाजवाद को बदनाम करने वाली एक चीज है। पिछले दिनों यहां पर इस बात की चर्चा हुई थी कि जब से विभागीकरण हुआ है, टूंडला में जो पूरी पहले डेढ़ रुपये सेर बिका करती थी, उस का भाव दो रुपये कर दिया गया है। जब यह शिकायत की गई कि शिकोआबाद, इटावा आदि में जहां विभागीकरण नहीं हुआ है और जहां पर प्राइवेट ठेकेदार द्वारा यह काम किया जा रहा है, पूरी अभी तक डेढ़ रुपया सेर बिक रही है तो उस के फलस्वरूप उन ठेकेदारों को भी यह आदेश दे

दिया गया कि उन को पूरी दो रुपये सेर बेचनी होगी, डेढ़ रुपये सेर नहीं क्योंकि विभागीकरण जहां हो चुका है, वहां पूरी दो रुपये सेर बिक रही है ।

श्री त्यागी : क्या आप तहकीकात करने के बाद यह बात कह रहे हैं ?

श्री ब्रजराज सिंह : जी हां तहकीकात के बाद ही कह रहा हूं । अपने इस संसदीय जीवन के जो अब थोड़े से दिन बाकी रह गये हैं, उन में मैं कोई गलत बात नहीं कहूंगा । इंतिजाम खराब हो हा रहै और जो बाबू लोग रखे गये हैं उन को यह फिक्र रहता है कि जो दूध देता है उस से पचास रुपये महीने में मिल सकते हैं या नहीं मिल सकते हैं, जिस ठेकेदार से चीज ले रहे हैं, उन से ऊपरी आमदनी हो सकती है या नहीं । पानी, चाय, चीनी इत्यादि पैसे दो पैसे, चार आने आठ आने कीमत वाली चीजों का राष्ट्रीयकरण कर के आप जनता में यह भावना फैलाते हैं कि समाजवाद जैसी जो चीज है वह उचित चीज नहीं है और इस तरह से आप हमारे मित्रों, मसानी जी, रंगा जो और राजगोपालाचार्य जी को यह मौका देते हैं कि वे प्रचार कर सकें कि समाजवाद नहीं आना चाहिये । इस वास्ते जो खानपान की चीजों का विभागीकरण हुआ है, उस पर मैं चाहता हूं पुनर्विचार किया जाये । कमेटी जो बैठी थी उस ने यह रिपोर्ट दी थी कि इस का उद्देश्य यह होना चाहिये कि खानपान की व्यवस्था अच्छी हो सके और यह उद्देश्य नहीं होना चाहिये कि सब जगह यह चीज हो जाय । यह व्यवस्था अच्छे ढंग से चल रही है या नहीं, इस पर आप को विचार करना चाहिये । अगर इस पर विचार करने के बाद आप इस नतीजे पर पहुंचें कि अच्छी नहीं हो रही है तो इस नीति में परिवर्तन किया जाना चाहिये और यह व्यवस्था की जानी चाहिये कि एक डिविजन में, एक रेलवे पर एक जगह पर इस को आप रखें और एक आदर्श उपस्थित करें ताकि दूसरे इस की नकल कर सकें । छोटे छोटे लोगों को मारने से कोई लाभ नहीं है । अगर इन छोटे छोटे लोगों को मारने से कोई अच्छी चीज सिद्ध हो सकती हो तब भी बात है और यह समझ में आ सकती है लेकिन उन को मार कर कुछ बाबुओं को अगर फायदा पहुंचाया जाता है जो सिर्फ इस फिक्र में रहते हैं कि कैसे अपने कपड़ों को साफ रखने के लिये कोई आमदनी हो सकती है तो, यह ठीक नहीं होगा । मैं चाहता हूं कि रेलवे अपनी इस नीति को रिव्यू करे, इस पर पुनर्विचार करे और अगर उस के फलस्वरूप उस को यह पता चले कि यह ठीक ढंग से नहीं चल रही है तो कोई दूसरा निश्चय इस सम्बन्ध में करे ।

Some Hon. Members *rose*—

Mr. Deputy-Speaker: The hon. Speaker has said that he would be calling the Minister to reply at 1.45. But hon. Members need not get disappointed, because there is another hour for Demands for Grants and as there are no cut motions, that can be added to the general discussion and they can say whatever they like. I would try to accommodate every hon. Member. Now I will call the hon. Deputy Minister.

Shri Shahnawaz Khan: Mr. Deputy-Speaker, Sir, I am very grateful to all the hon. Members who have taken part in this debate. Some of them have been appreciative of the efforts made by the railways and the others have been very vehement in their criticism of the railway administration and the Railway Ministry. I am grateful to both of them, because even vehement criticism serves a useful purpose.

A number of hon. Members—Shri Mathur, Shri Somani, Shri Tyagi and a number of other hon. Members—expressed apprehension that the railways were not being able to cope with the transport requirements of the

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country. Some of them even felt that our progress and the industrial development of the country may even be retarded if the railways cannot perform the task that has been entrusted to them. I appreciate their apprehension, but I can assure them that the picture is not so alarming as it has been sought to be made out.

Talking about the transport situation in the country, I would like to deal with the subject in two parts. I shall first take up coal transport about which so many hon. Members have spoken. Bengal and Bihar fields form the biggest area from where coal is transported. The other is the outlying coal-fields. Acording to the targets or estimates set by the Planning Commission for the Third Plan period, 31 million tons of coal are to be moved from the outlying coal-fields. These coal-fields are situated in Central India—Singareni coal-fields, Talcher and others. The target fixed for the Bengal-Bihar coal-fields has been 66 million tons.

So far as the outlying coal-fields are concerned, I would like to assure the House that we are meeting in full all the requirements of wagons. The pit-head stocks in the outlying coal-fields have diminished considerably. In fact, today we are in a position to say that the railways are prepared to carry more coal from the outlying coal-fields than is available at present. We are meeting the requirements in full and we are in a position to offer more wagons if they would produce more coal. In fact, we would very much welcome it.

Coming to the Bengal-Bihar coal-fields, which supply the bulk of coal, there are three commitments. The first commitment is to give the highest priority to the supply of coal to the steel plants. We have been meeting and will meet in full the requirements of all the steel plants. There has been no occasion on which there has been any failure of transport in supplying coal to the steel plants.

Shri Tyagi: Is it a hope for the future or is it the position obtaining even today?

Shri Shahnawaz Khan: There has never been any delay and we hope there will never be any difficulty.

Then there is the supply of coal to the washeries. That commitment we are meeting in full. The third is the supply of coal to other consumers about which there has been some difficulty. According to the targets given to us, laid down for us by the Planning Commission, we are required to carry 1,211 additional wagons of coal which, as my hon. friend, Shri Braj Raj Singh has stated, works out approximately to 242 additional wagons every day during the successive years of the Third Plan. As it is, we are already supplying approximately 200 additional wagons daily. In 1960-61 the daily average loading for this category was 3,398 wagons. In 1961-62 the daily average loading was 3,594 wagons. We hope, as we gain momentum and as we go on developing, we will be able to fulfil these targets. I submit that we are meeting these requirements fairly satisfactorily.

Shri Braj Raj Singh: These targets themselves are very bad under-estimates.

Shri Tyagi: What is the estimate of the Minister? Does he think that the targets are high enough or the targets are lower?

Shri Shahnawaz Khan: As hon. Members know, the targets are not fixed by the Railway Ministry but laid down by the Planning Commission for us.

Shri Tyagi: The Ministry knows the demand. I want to know whether they will fully meet the demand or partly.

Shri Shahnawaz Khan: We have limited resources and if we are required to carry any additional

traffic, firstly, we must be told well in advance, "you are expected to carry so much additional traffic". For carrying that transport, it is not as if all the trains are waiting and as we get an order, immediately we can carry that traffic. For carrying additional transport, we have to plan ahead, especially in areas where the traffic is already very heavy.

Shri Braj Raj Singh: May I interrupt the Minister for a minute? That exactly is our complaint. For years past we have been complaining that this bottleneck is there, and the Railway Ministry says that the Planning Commission is coming in the way. Now, we are not concerned with whether the Planning Commission comes in the way or the Railway Ministry comes in the way. Why not the railway plan well ahead?

Mr. Deputy-Speaker: He has to answer on behalf of the Ministry. Hon. Members can blame wherever they feel there is something wrong. Now let us hear him.

Shri Shahnawaz Khan: As I was saying, if we are required to carry additional traffic, we must be told well in advance.

Shri Braj Raj Singh: By whom?

Shri Shahnawaz Khan: Then, if we are expected to carry additional load, additional resources must be made available to us. This is specially so in eastern India, in the Bihar-Bengal coal-fields where the density of traffic is very high indeed. The lines there are running almost to saturation point and carrying of any additional traffic there, that is to say, increasing the number of trains in that area has to be planned very cautiously, as even a little dislocation of traffic upsets our programme very considerably in other areas.

As the House is aware, in areas where steam traction cannot cope with the traffic, we switch over to diesel traction as a prelude to electric traction. Later on, we will go in for electric traction. In that part of the country we are now trying to run electric trains which will carry much heavier loads. That is the only possible way we can cope with the traffic.

In the switching over from steam traction to electric traction itself, during the interim period when changes are being made, when new lines are being laid, when the signalling system is being changed, all that leads to dislocation of traffic with the result in lines which are already under very heavy pressure we have to regulate the speed of trains. That also does dislocate our working. But that, I would like to assure the House, is only a very passing phase and I hope that in the near future when we shall complete the electrification up to Moghulsarai most of these difficulties will be over.

14 hrs.

I will also like to state that this is the busiest time of the year for the railways. This is, what we call, the peak period of traffic during the year when various sugar mills are in full swing and the traffic generally is at its highest. But even during this peak period, the House would be glad to know, the number of outstanding registrations, which is the real index of how the railways are coping with the traffic, has come down considerably. In February, 1961 on the broad gauge the number of outstanding registrations was 1,39,636. This year it has come down to 1,13,958. It is less by 25,678 wagons compared with the preceding year. That itself shows that the situation is improving. Out of these outstanding registrations 40 per cent are for foodgrains and a very large proportion of these are on the South Eastern Railway, particularly in the Bilaspur region about which my hon. friend, Sardar Saigal spoke. Our experience is that many of these indents are very much inflated and whenever we start supplying the wagons the merchants start cancelling their registrations. This is the

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experience that we have had. Therefore I would very humbly like to submit that the transport situation is not nearly so alarming as hon. Members have tried to make out. In fact, I can assure this House that as far as the railways are concerned, every railwayman, in spite of what my hon. friends have said about discontentment and all that, from the highest to the juniormost railway employee is determined to see that the railways will not fail the nation.

A number of my hon. friends, Shri Mathur, Shri Somani, Shri Braj Raj Singh and others, feared that the remarks of the hon. Railway Minister in his Budget speech pointed towards the fact that there may be an increase in railway fares and freights.

Shri Thimmaiah: Freights you can increase but not railway fares.

Shri Shahnawaz Khan: It is rather difficult for me to understand this situation. On the one hand the House is unanimous in saying that the transport capacity of the country must be augmented, at the same time a demand is being made that there must be no increase in fares and freights. I am sure everybody will agree with me that if we are going to improve our transport system, resources must be found for it. As my senior colleague, the hon. Railway Minister, said the other day in his Budget speech, unless the railways' resources were augmented a temporary loan from the General Revenues of such magnitude as may be able to finance the Development Fund will be unavoidable. In this context I do not quite follow how Shri Narasimhan argued that customers should find transport economic. Surely, economy and working costs of the transport service have also to be considered.

I do not also follow the basis for Shrimati Parvathi Krishnan's statement that passenger fares have reached a peak level as also the statement of Shri Bal Raj Madhok that in the last ten years third class passenger fares have gone up 2½ times. Unfortunately, none of these hon. Members are here.

Shri Tyagi: Somebody must be travelling without ticket. Therefore the higher charges are there.

Shri Shahnawaz Khan: As can be seen from page 4 of the White Paper on the Railway Budget, the last real change in passenger fares was made as far back as April, 1951. It is true that from the 15th September, 1957, the Railway Passenger Fare Tax was levied, but the proceeds of this do not accrue to the railways. They are made over to the general exchequer for transfer to the States. Even with the merger of tax on passenger fares from the 1st April, 1961, which secures simplicity of accounting, the railways have still to pay to the General Revenues during the quinquenial 1961-66 a sum of Rs. 12 5 crores annually in lieu of tax for transfer to the States. The incidence of the charge on account of the tax in any case averages to about 10 per cent only, even the maximum being 15 per cent. There has been no increase by 250 per cent as Shri Madhok has said.

I am grateful to Shri Mathur, Shri Muniswamy and other hon. Members who felt that the Development Fund of the railways needed strengthening. I would like to state for the information of the House how much the railway fares have increased. All round we hear that the cost of living has gone up; prices of things have gone up; the price of coal has gone up; salaries have gone up. All these demands are there. The railways also have to operate. We have to pay our employees. We have to buy coal at the same rate as anybody else. Here are some figures which would be rather revealing.

Third class mail fares from the 1st April, 1951 are at the rate of six pies

per mile. These were the fares on the 1st April, 1951. At present the fares excluding the element of tax are roughly 6¼ pies per mile for the first leg of 150 miles, six pies for the next 150 miles and five pies for 301 miles and over. If anything it has come down. That is the increase and my hon. friend was saying that there has been an increase of 250 per cent in railway fares. Then Sir, Third class—ordinary, on 1st April, it was 5 pies per mile. At present excluding the element of tax, it is roughly, 5 pies per miles from 1 to 50 miles, 5¼ pies from 51 to 150 miles 5 pies from 151 to 300 miles and 4½ pies for 301 miles and over. This is the staggering increase that the Railways are supposed to have made. This is the situation. I leave the rest to the good sense of the House.

My honourable and revered friend Shri Tyagi for whom I have always had very great respect, spoke very vehemently and he said that the Railways had been a miserable failure and the Railway employees were simmering with discontent, and that wherever he went, railway employees, senior officers and junior officers came to him with their tale of woe and suffering. Shri Tyagi has been in charge of a department which is well known for strict discipline. He has been a Minister of Defence. He knows that it is just not done, it is against custom, against the conduct of an officer belonging to a particular service to go and air his view or narrate his table of sufferings to other people. If he has anything to say, if he has any grouse, any grievance, it is up to him as a good officer to go to the head of his department or to go to his Minister.

Dr. Samantsinhar (Bubhaneshwar): not to be the representative of the people?

Shri Shahnawaz Khan: That is not done. I would very humbly like to submit, if anything ready demoralises people and leads to the deterioration of discipline, it is this encouragement to government servants to go to various people and try to seek redress from them rather than from the department they serve.

Shri Tyagi: You are perfectly right I agree.

Shri Shahnawaz Khan: If any Railway officer has any grievance, always there are channels of representation. They can always go and put forward their grievances. It is not officer like, —it is just not done—for officers of high rank to go and talk about their department, what is happening there and it is just against the conduct of a high officer. I hope that the Railway Ministry will receive co-operation from my friends who are keen that there should be discipline in the service and that they will discourage people from going and making representations through channels which are not proper.

Dr. M. S. Aney: If such persons come to the Members, do you want them to say, don't come to us, go to your higher officers? If they say, we have gone to them several times and we are coming to you as a last resort, what do we say?

Shri Shahnawaz Khan: In that case, write to us that a case has come to my notice. (*Interruption*).

Mr. Deputy-Speaker: Order, order.

Shri Tyagi: I entirely agree with the remarks of the hon. Minister. It really spoils the discipline of the service that senior Member of Parliament or important people entertain their complaints. I entirely agree. But, would the Minister agree that he must set up some organisation in his Ministry which would collect these grievances and look into them?

Shri Thimmaiah: There are some Committees.

Shri Tyagi: You are not yet a Minister. I am asking the Minister.

Shri Thimmaiah: There are some committees to hear grievances.

Shri Tyagi He seems to know more about Railways.

Shri Shahnawaz Khan: The hon. Member, Shri Tyagi, named a seniormost officer of the Railways, Chairman of the Railway Board and he said that he was over 58 and he had been given three extensions. Again, Shri Tyagi has held a very important portfolio. He knows that there are Government instructions on the subject. These instructions state that in technical categories and in other scientific categories and in the case of people with technical qualifications, they may be given extensions freely up till 58. These are the Government instructions. It is not as if the Railway Ministry has defied all the instructions and we have gone out of the way to show a special favour to somebody. We, in this country, are trying to progress very rapidly. The House knows that there is a tremendous shortage of experienced technical personnel. If we give extension and retain beyond 55 any officers in service, it is only in the best interests of the country and the nation.

Shri Tyagi: Was promotion also given during the extension period?

Shri Shahnawaz Khan: I do not understand promotion. The Chairman of the Railway Board is a Member of the Railway Board like other Members. Only as the seniormost officer, he coordinates. There is no increment in his salary or anything like that. Just because he is the seniormost, he coordinates. His salary is the same as the salary of any other Member of the Railway Board. I think my hon. friend Shri Tyagi probably knows, when I went to Japan in 1956, I paid a courtesy call on the Chairman of the Japanese Railway Board. I think he was over 75 years of age. He was still retained in service and he held that important post because the nation wanted to benefit from his experience.

There are some other points and I will deal with them quickly. There has been some complaint regarding the punctuality of our trains. Although I would admit that the punctuality of our trains is not up to the target that we have laid down, it is showing improvement every year. In the year 1957-58, the percentage of punctuality in all trains was 77·63. In 1960-61, it had risen to 85.75 and the same applies to punctuality of all other trains like mail and important through-trains and other passenger trains. The punctuality of our train-running is improving, not deteriorating as it has been sought to be made out. One thing I would like to bring to the notice of this House is that, perhaps, the most important reason why we are not able to attain the target of punctuality is the poor quality of coal that is made available to us. There was a time when the Railways were getting the best available coal in the country, metallurgical coal. But, now, we come very much lower down in the ladder. The first quality goes to the steel plants, then come the washeries and then the Railways. The quality of coal that is being supplied to us is poor. Sometimes we are having frequent failures on account of the poor quality of coal. Anyhow, we are trying to cope with the situation as best as we can.

Shri Radhelal Vyas and others said that there was discontentment among the railway staff. I might inform them that for the non-gazetted staff, there is a negotiating machinery existing on the railways, where all the staff have an opportunity of discussing their problems and their difficulties with the Railway Administration. And our relations with our staff are very cordial.

Shri Somani wanted that freight concessions should be given to encourage exports. We are doing that. On 47 commodities concessions in freight are being given. The House would be interested to know that during the current year the concessions given on all grades to export of manganese ore cost the railway revenues one crore of rupees *per annum*. Shri Somani said that we should accept the recommendation that 25 per cent relief

should be given. I think I am right in saying that there are certain commodities on which we give a much higher relief than this.

My hon. friend Shri Raghunath Singh is not here at the moment. He referred to the fact that certain representations were made to the railways and no replies had been received. We correspond only with the associations or unions which are recognised by the railways. The typists' association to which he has referred is not a recognised union on the railways, and, therefore, we did not enter into any correspondence with them.

Shrimati Parvathi Krishnan and Shri Raghunath Singh had differing views on whether the railway employees should be allowed to take part in elections or whether they should be barred from doing so. The orders are the same for all Government servants. Every Government servant has full liberty to exercise his vote. But Government servants are not supposed to go round addressing meetings and canvassing for any particular candidate, because we think that, that would be against the interests of discipline among the railway employees.

With these remarks, I once again thank the hon. Members who have taken part in this debate. I assure all the other hon. Members who have made certain valuable suggestions, but of a regional nature such as the introduction of more trains or the changing of timings of various trains etc. that all those valuable suggestions shall receive due consideration at the hands of the Railway Administration.

Mr. Deputy-Speaker: The general discussion on the Railway Budget is over.

14.24 hrs.

DEMANDS FOR GRANTS ON ACCOUNT—RAILWAYS, 1962-63

Mr. Deputy-Speaker: Now, we shall take up the discussion on the Demands for Grants on Account in respect of the Budget (Railways) for 1962-63.

There are no cut motions. Therefore, we shall take up all the Demands together, and the discusison would take place on all the Demands.

Hon. Members who desire to speak may be very brief in their observations so that I may be able to accommodate all those who desire to speak.

DEMAND NO. 1—RAILWAY BOARD

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 26,70,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Railway Board'."

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 70,62,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 7,02,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 10,04,11,000 be granted to the President, on account, for or

[Mr. Deputy Speaker]

towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Administration'."

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 32,14,03,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 19,36,11,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 20,65,61,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 6,91,95,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 7,50,72,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—WORKING EXPENSES—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,95,55,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Labour Welfare'."

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION RESERVE FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 16,75,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved.

"That a sum not exceeding Rs. 37,18,000 be granted to the President, on account, for or towards defraying the charges

during the year ending on the 31st day of March, 1963, in respect of 'Open Line Works (Revenue)—Labour Welfare'."

DEMAND NO. 14—OPEN LINE WORKS (REVENUE)—OTHER THAN LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 2,75,20,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Open Line Works (Revenue)—Other than Labour Welfare'."

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 12,89,81,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Construction of New Lines'."

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 89,61,69,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Open Line Works—Additions'."

DEMAND NO 17—OPEN LINE WORKS—REPLACEMENTS

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 27,83,32,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Open Line Works-Replacements'."

DEMAND NO. 18—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 5,74,50,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1963, in respect of 'Open Line Works-Development Fund'."

Shri Thimmaiah (Kolar-Reserved—Sch-Castes): There is all-round progress in the working of the railways. This can be seen from the fact that the railway revenues are increasing from year to year. In a developing economy it is true that the railways play a vital role. My hon. friend Shri Somani pointed out that the activities of the railways have not kept pace with the progress in the other sectors of our economy. It is true, no doubt, that in some cases, the railways have not coped up with the progress and demands of the other sectors.

I hope it will be realised that there are certain difficulties in supplying adequate number of wagons and other things to meet the demands of the other sectors. But, by and large, I think that the supply of wagons and the availability of other facilities of railway transport has been satisfactory, and the progress has been completely to the satisfaction of the people.

I would like to point out to the Railway Minister that if there is any difficulty at all in regard to the supply of wagons, it is mostly due to improper allotment of wagons to the required coommercial centres. In my experience, I have noticed that in some commercial centres, and centres of developmental activities where wagons are necessary, they are not given in adequate numbers, and where they are not required, we could see wagons remaining idle near the railway stations. Therefore, I would submit to the Railway Minister that he

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should see that the allotment of wagons is done on a proper basis, and wagons are provided wherever they are necessary, in the different commercial centres and centres of devemental activities.

My hon. friend Shri Tyagi pointed out that there was a lot of discontentment among the railway employees. At the same time, he also said that there was a cultural week organised by the employees of the railways. If there was discontentment among the railway employees, how can they have a cultural week? My hon. friend referred to the birth-day of the hon. Minister. I do not know what made him to refer to the birth-day of the hon. Minister of Railways, and whether it has got anything to do with the working of the railways.

Dr. Samantsinhar (Bhubaneshwar): What harm is there if it is celebrated?

Shri Thimmaiah: Where was the necessity to refer to the birth-day of the hon. Minister? That has nothing to do with the working of the railways. If the cultural activities had been initiated by the Railway Ministry, then he would have every right to criticise the cultural week and all that. He first said that there was discontentment and then he said there was cultural activity. That means, in my opinion, that there is no discontentment among the railway employees at all. If there is any discontentment, it is a general discontentment which is prevalent among all the employees in all the Ministries. I wish my hon. friend Shri Tyagi had said that Government should investigate into the cause of the discontentment of all the employees working under the Government of India. But he did not do so; he referred particularly to the Railway Ministry only and said that there was a lot of discontentment. There are lakhs of railway workers, and I do not know whether my hon. friend ascertained their opinion. I doubt very much whether there is any discontentment among the railway employees. If there is any discontentment, it is only a general discontentment.

Shrimati Ila Palchoudhuri (Nabadwip): Seven lakhs is what a constituency is composed of.

Shri Thimmaiah: Although the revenues of the railways are increasing, and although Government have provided a lot of amenities for the passengers, I would say that still a lot of amenities has got to be provided for the third class passengers. Of course, Government have provided third class sleeping berths in different trains. But the plight of the second class is worse than that of the third class. I would request Government to abolish the second class, and see that it is converted into third class with provision of sleeping berths. If you see the long-distance trains, you will find that the second class is worse than the third class. The third class passengers are happy that they have got a seat in the third class, because they get the sleeping berth, but so far as the second class passenger is concerned, he does not have any sleeping berth. There is also great overcrowding in the second class, with the result that the second class is worse than the third class. I would request Government to see that second class is abolished, and instead of that third class compartments with sleeping berths are provided, particularly in the long-distance trains.

Shri Tyagi (Dehradun): It is a good idea.

Shri Thimmaiah: Coming to the Southern Railway, it is my experience, and it is also a common feeling among the people that the Southern Railway has not been provided with good wagons, good engines and good carriages. On the metre gauge particularly, all the condemned wagons and condemned engines have been made

available. On account of this, we have often experienced failure of the engine, with the result that the train never moves and it never reaches the destination in time. I would request the Deputy Minister, Shri Ramaswami to pay particular attention to this.

In this connection I want to point out that if you compare the carriages that are provided in the Southern Railways and in the railways in the northern parts of India, you will find that there is a gulf of difference between them. I know that there are not sufficient number of good carriages to be provided for all the Railways, but the Southern Railway should be given the proportionate number of good carriages.

So far as the Mysore State is concerned, we have several times pointed out that the construction of new railway lines has been neglected after the integration of the railways. We agitated for the inclusion of so many railway lines in the First Plan, but Government was prepared to accept only one line—that is Mangalore-Hasan metre gauge line. Although it was included in the First Plan, they took up survey only in the Second Plan and even during the Third Plan they have not started work. It is most regrettable. In the case of a line which was included in the First Plan, work has not started even in the Third Plan. In the case of another line, that is Salem-Bangalore line, which was only recently approved and initiated, the survey is over and work is being done. I do not grudge it—I welcome it. At the same time, I would request the hon. Minister to see that the construction of the Mangalore-Hasan line is taken up as early as possible.

Mr. Deputy-Speaker: There was a complaint made that that was only started during the elections and that has been slowed down.

Shri Thimmaiah: I do not know: it is between them, Sir.

Mr. Deputy-Speaker: The hon. Member is coming in between these two!

Shri Thimmaiah: I am interested in the Salem-Bangalore line also, because it comes to my State.

Coming to my constituency, that is Kolar district, there is a narrow gauge line of about 106 miles in length. There were several trains running on that line, but unfortunately for the past one or two years they have suspended some of the trains, the reason being that it is not remunerative. I submit to the hon. Minister that if the narrow gauge line is converted into metre gauge, it would become highly remunerative: it will be paying to the Railway Department and be helpful to the people. Because it is a narrow gauge line, trains run very slow and people do not care to travel by them. A bus takes them to Bangalore earlier than a train on that line. I would request the hon. Minister to see that this line is converted into metre gauge.

Then, Sir, there are certain lines in Mysore State which were surveyed even before integration and should have found a place in the Plans. One of them is the Chyamarajanagar-Satyamangalam line. This was surveyed even before the integration of the railways; but it has not been taken into consideration for inclusion even in the Third Plan. I would suggest that priority should be given to this line.

Lastly I come to the Supreme Court verdict about reservation of promotion vacancies for the Scheduled Castes and Scheduled Tribes. When the Railway Ministry issued the order that reservation should apply to promotions as well so many Scheduled Caste employees were promoted. The moment the High Court gave a judgment, they were all reverted back to their original posts. Even after the Supreme Court's judgment in favour of the Railway Ministry, these employees who were reverted have not been promoted. I request the hon. Minister to see that the

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Supreme Court judgment is given effect to and those who were reverted back from their promotional posts, when the High Court gave an adverse judgment, should be promoted to the posts they were holding.

Shri Indrajit Gupta (Calcutta—South-West): Mr. Deputy-Speaker, Sir, we are all very much concerned here to see that the vast amounts of money which are being spent on the running of the railways are put to the best possible use without any loop-holes being left for wasteful expenditure or for purposes which may not be in the best interests of the economic development of the country. Therefore, I wish to bring to the notice of the Ministry a very urgent matter which I consider calls for their immediate attention. I am referring, Sir, to the reported decision of the Ministry for the shifting of a very important headquarters office from Calcutta to Bilaspur. This is not, I may point out at the outset, in pursuance of the policy of regional dispersal of offices. I am one of those who are all in favour of regional dispersal if it could be shown in each particular instance that this is really in the interest of development and that the resources will be put to the best possible use as a consequence of such disposal. But in the name of regional dispersal or in the name of combating over-concentration in any particular area, a particular action should not be passed or approved which may have the opposite results.

I would just like to state that the office of the construction department of the Sout-Eastern Railway, was started in 1952-53 to take up certain very important construction projects and 33 projects estimated to cost in all Rs. 92 crores were entrusted to this Department. The location of most of these projects were in Madhya Pradesh, Orissa and Bihar. During the course of the First and Second Five Year Plan and now at the outset of the Third Plan we find that the Majority of these 33 projects have been the bulk of the projects completed and the rest are nearing completion. I may point out that in regard to the project relating to doubling of lines 96 per cent have been completed; 85 per cent of the projects for construction of new lines have been completed; 89 per cent of the projects for remodelling of yards have been completed and cent per cent of the projects for survey have been completed. This is the position. Now something remains when we have takn up the Third Plan. I do not wish to go into a lot of details—one example wills uffice. to illustrate my point. 1,141 miles of track were to be laid under the various projects. Out of these 1,141 miles, 824 miles have already been laid. Construction of 166 miles have been given over to the open line construction section of the South-Eastern Railway and to the Dandakaranya-Bolangir,-Kiriburu project. All that is left now is 152 miles to be constructed by this particular department. In the Third Plan, it is found that the only new projects which are to be entrusted to this department are the construction of two new lines both located in West Bengal. One is the Kharagpur-Haldia link, a very vital strategic link, no doubt, and the other is the Dankuni-Maurigram link. Both these are, as I said, situated in West Bengal, so that for the present, until some new projects are brought forward all the work that is left for this construction department is the carry-over from the older projects and the construction of the proposed two new links which I mentioned.

Just at this time when most of these projects are to be located in West Bengal, suddenly we find the Ministry coming forward with an order that the whole of this office of the headquarters is to be shifted from Calcutta to Bilaspur. I am really at a loss to understand what is behind it. On what ground can it be justified? All this time, while these construction projects were sited in States far away from Bengal, the headquarters office was

located in Calcutta and these projects have been executed, as far as I know, very efficiently. Nobody has ever complained that there has been any time-lag or any inefficiency in the execution of the projects. Now when the position is reversed, when the bulk of the projects is going to be sited in West Bengal, suddenly we are told that the whole of the headquarters office with all its paraphernalia must be shifted from Calcutta to Bilaspur. I am afraid the more I have studied this question, the more I feel that the Ministry has been ill-advised on this question and this is a very unplanned decision. I think actually it will not be conducive to better and more efficient working but will be prejudicial to the operation of this very vital department.

Besides this, about 750 employees, permanent and casual taken together, are going to be affected very seriously. I am told on good authority that the Chief Engineer of this construction department was of the opinion that the whole of the remaining work could be done with the addition of one additional junior administrative post of Deputy Chief Engineer carrying a salary grade of Rs. 1,300-1,600. Instead of that, we find that for this new schemes involving the shifting of the office, five new posts are going to be created or have been created, two in the grade Rs. 1600—1800, two in the grade Rs. 1300—1600 and one in the grade Rs. 700—1250.

Apart from this, Bilaspur, being a relatively small centre, there is no accommodation available at the moment for this office with all its paraphernalia. It has been calculated that 571 new quarters will have to be constructed and some 24,000 square feet of office accommodation will have to be provided, and the cost of these will be at the lowest about Rs. 75 lakhs.

It is well-known fact this construction department, by the very nature of its work, has to deal with a very large number of arbitration cases and High Court cases. In fact, it has had to depute one senior official on a wholetime job attending to these cases. These things require almost day to day consultations with the law officers, solicitors etc. in Calcutta. If this office is shifted to Bilaspur, I think it will only complicate matters and add to the problems.

As far as the staff is concerned, if the permanent staff are shifted to Bilaspur, the pecuniary loss will be at least 23-25 per cent of their existing emoluments. They will lose 8—10 per cent by way of Calcutta allowance and 15 per cent by way of house allowance. So almost 25 per cent will be the extent of the reduction in their emoluments. Then the casual staff, of whom there is a large number, by the very nature of their conditions of service, are not liable to transfer. They cannot be transferred. It means that their services will have to be terminated and they will have to commence at Bilaspur as new recruits. Secondly, the minimum rates which have been fixed in West Bengal for them are on an average Rs. 3 per day whereas in Bilaspur in Madhya Pradesh, the prevailing rate is Rs. 1·25. So they will lose both their seniority in service as well as more than 50 per cent of their daily rate in Calcutta.

Then again, the majority of the staff will have to maintain two establishments. Their children will be put to a great deal of difficulty in regard to their education. All these problems are there.

Therefore, I would request the Minister to pay serious attention to this. I do not know at what stage the scheme is at present. At least the shifting has not commenced yet. I would request him very earnestly to give this matter deep consideration and not give easily approval to a scheme which does not seem from any point of view very necessary for the more efficient construction of these projects.

As my time is up, I will only mention two or three points without saying anything, about them. Why is it

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not possible to restore to railway employees the facility of having their life insurance premia deducted from their salaries? —The hon. Minister is not in his seat. This is a very important point.

Mr. Deputy-Speaker: He is preparing for answer.

Shri Indrajit Gupta: I am told before life insurance was nationalised, this facility was given, and after the LIC has taken over, it has been stopped. So I would request him to consider this matter as to why this facility cannot be restored.

As regards the new all-metal coaches, I had the opportunity to travel recently in them. The first-class sleeper coaches, corrdior coaches, which, I believe, are being manufactured at Perambur are now put into service increasingly. All I have to say is that they may be very comfortable in other ways, but they do not certainly seem to be very suited to our climate at this time of the year—April, May, June. Travelling in these coaches in North India now is like being baked inside a furnace. You cannot even touch the windows during the day. They are so hot. I do not know what experts have suggested this particular design and material for our country. The matter should be looked into because it certainly is not going to make travel any more comfortable.

Some Hon. Members *rose*—

Mr. Deputy-Speaker: Pandit Thakur Das Bhargava. If every hon. Member takes only ten minutes, probably I will be able to accommodate everyone.

Pandit Thakur Das Bhargava (Hissar): In our Constitution there is article 14 which is the prince of all articles. That requires the Government and every organ of the Government to meet out equal justice to all individuals and individual regions of the country. So far as industries are concerned, Government say they are trying to do it, but the railways are behaving in a manner contrary to the provisions of that article. They are opening new lines,, doubling existing lines and electrifying them in areas where there are already railway facilities, neglecting many regions where there are no railways at all for miles together. I have been bringing to the attention of the House from to time the absence of a railway from Gurgaon to Alwar. Now, in between these stations these are the headquarters of two tehsils Nuh and Firozpur Jhirko. Several year back it was said that in the Second Plan this matter would be taken up, but so far Government has done nothing.

This is not all. The Government does not look into the matter itself, it has delegated its power to the local Government. It says that only if the local Government recommends that such and such an area should be connected by railway, they will do it, which means they have transferred their own responsibility to the local Government, and in a sense the people have a double complaint against the Government that it does not do its duty.

Some time ago I brought this to the notice of the hon. Minister and he was pleased to say that they would look into the matter independently and decide what portions were to be connected by railway. This long area of about 120 miles has never been considered by Government as a region under their jurisdiction so far as railways are concerned, and they have done nothing. So, I request them to consider this.

Similarly, electricity was there in Hodel town in 1955. It has a big *mandi*. When the Devisional Inspector came there he assured the people that next year the station would be electrified. There are two lines there and in between there is no overbridge, and so people have to cross the lines. This time there were great floods and many accidents occurred. Since 1955 every year the railway officials have been coming there promising electrification of the station the next year, but this

has not been done though the town had been electrified seven years ago.

The hon. Deputy Minister of Railways, Shri Shahnawaz Khan, about four or five years ago, agreed in this House at my request to consider the question of an overbridge at Hissar, and he was pleased to say that within two years there would be an overbridge. While the railways are expected to provide transport facilities, it so happens that in our town the railways constitute an impediment to the ordinary facilities that people should enjoy. According to law, every person has the right to pass his own way, and under the Indian Penal Code it is an offence to prevent him from freely doing so. Now, the whole town has been divided into two parts by the railway line. The railway runs in between, and they have put gates there which remain closed not for minutes but for hours together. There is a lot of congestion and people cannot pass from one side of the town to the other. I do not know if this can be allowed legally also. Under the law of the land if a private person behaves like this, he will be hauled up, but the railways, it seems can behave with immunity as they like. In Hissar, the courts and other public offices are on one side, and the city proper on the other. People and the vehicles carrying them are at the gates for hours together, so that even pedestarians cannot pass, not to speak of vehicles.

This matter was brought to the notice of the hon. Minister and he gave an assurance in this House that in two years time there would be an overbridge. After two years when the matter was put to him again, he asked me to convince the local Government and added that he would do it if the local Government wrote to him recommending the case. The town is populated by about 70,000 people. The time of all these persons is wasted by waiting at the gates and the railways have made a public nuisance of themselves. In such circumstances, how can they leave the responsibility of deciding it to the local Government? The local Government will not pay half the cost or do anything else. When the railway is itself blocking the way of the people, it should itself provide the overbridge. After all, the cost will not be very great. And if you consider the trouble and suffering that you are causing the people by your own action, you will come to the conclusion that you have no right to cause them such trouble. You block the way of even persons who do not use the railway, who do not come to you for anything. This is scandalous. I, therefore, submit that the railways should not restrain the people from going their own way, which is a crime according to the Penal Code. This they are doing not for one day, but for years together. The time has come when you should do ordinary justice to these people and build the overbridge, whether the local Government agrees or not. If you do not do it, I should think that you are not doing your duty. That is all I have to submit.

Shri Maniyangadan (Kottayam): The Railway Ministry has done a good job and it deserves our congratulations. The largest number of people in the country use the railways, and it is natural there will be some trouble here and there, but on the whole the development has been considerable, and as I said, the Ministry deserves congratulations. Now I would like to come to some regional matters.

As regards new lines proposed to be constructed, we heard complaints that several regions had been left out. I refer to the State of Kerala from where demands for certain lines have been sent to the Planning Commission and the Railway Ministry. I refer particularly to the line which connects Cochin Harbour with Madurai. This will open up the hilly area from where agricultural products like rubber, tea etc., have to come to Cochin Harbour. If these two places are connected it will be of great advantage. This demand has been there for a long time, and I hope the Ministry will take it up seriously.

[Shri Maniyangadan]

Then there is another line which connects Trivandrum with Tinnevelly. Both the Madras and the Kerala Governments have demanded this.

Another line which was mentioned here yesterday is th coastal line from Ernakulam to Mavelikkara.

These are all important areas. Considering the area of the State, my submission is that compared to other States railway lines are too meagre in our State. This matter has to be taken up.

Whenever the question of opening new lines comes up, it is said that for want of industrial development new lines cannot be opened, but when the question of setting up industries comes up, the question of lack of communications is raised. That is the sad state of our State which I must mention. So, I submit these new lines should be taken up seriously.

15 hrs.

As regards the line which was opened a few years back, the Quilon-Ernakulam line, I have mentioned several times that certain new stops or railway stations are needed in between the existing ones. Or course, some have been allowed and I am grateful to the Minister for them. But, considering the large concentration of people in that area, I submit, more stations are necessary. I particularly refer to a place called Kapithuruthi between the existing vaikom Road station and Karuppantara. This is a junction where several roads meet and the people who come from different parts of the country have to travel by bus in order to reach the nearest railway station. They have to do so for 2 or 3 miles. In order to avoid this inconvenience they travel by bus. My submission is that a railway station is absolutely necessary at that place.

As regards amenities to passengers I am particularly referring to the railway station at Ernakulam Junction. It is an old building; and there is not even a covering for the platforms.

The Deputy Minister of Railways (Shri S. V. Ramaswamy): it will be done.

Shri Maniyangadan: The hon. Deputy Minister says it will be done. I am grateful to him. I think the whole station has to be reconstructed with retiring rooms and other conveniences.

Then, I would submit that to the Grand Trunk Express that runs between Delhi and Madras a through coach may be attached which may run directly to Cochin. Now, we have to get down at Madras and then entrain the Cochin Express. It is very inconvenient. Every train that goes from Delhi will have a large number of passengers going direct to Cochin. If there is a through coach attached to the Grand Trunk Express, it will be very convenient to the public.

Similarly, from Bombay to Cochin. Of course, there are certain facilities now allowed. But, I submit, they should be allowed at least one Janata train connecting Cochin and Bombay.

Mr. hon. friend, Shri Thimmaiah was referring to the old coaches that are now provided in the southern region. I do not say that all the coaches that are provided for the trains in that region are old and dilapidated. But, I may submit that in regard to this Ernakulam-Quilon line, all the coaches are bad and old. If you enter a first class compartment and if there is rain, you cannot escape it; if you enter a third class compartment, there also you cannot escape it. Water is coming down. The bathrooms are very old and no flush-out is working. This is the condition of invariably all the coaches now put in that line. Some new coaches should be provided there.

These are some of the things which may seem to the Ministry to be minor; but as far as the people are concerned, they are very important. These things should be provided at an early date.

Dr. Samantsinhar: Mr. Deputy-Speaker, Sir, I consider it my great privilege to thank the hon. Minister of Railways and his two deputies for their good work during the last 5 years, particularly under the great stress and strain on the railways. At the same time, I am also very glad to know that in no other Ministry, public complaints, and particularly complaints made by Members of Parliament are attended to as they are in the Railways. I am also thankful to the Railway Board for these compplaints being acknowledged very soon and for their being paid also proper attention. This is not a small thing.

As all of us know, there are about one million people, employed in the railways which run throughout the length and breadth of the country. Whatever may be the complaints, whether they are against very big officers or against small peons, that are immediately acknowledged and attended to; and I think this is a great work done by the railways.

Just a few minutes before my hon friend Shri Tyagi, was referring to the celebration of the birthday of the Railway Minister and also to cultural activities. I know how our people are engaged in cultural activities and I also know that by so doing they do not neglect their duties. By cultural activities I find they get more incentive to do work. They did not only observe the birthday of the Railway Minister. It might be said that it was done because he presides over the railways. But they also observe other birthdays like that of the Prime Minister, they also observe children's day. Our Railway Minister is one of the top-ranking patriots of the country; and if his birthday is observed there is no harm in it.

He was also speaking about the high morals of high railway officers. I agree with him. From my experience in the public Accounts Committee for the last 2 years, I have found that many of the high officers get their relations appointed in a few firms that supply goods to the railways; and by that, they have, rather, encouraged corruption. At least the higher officials should keep up the morale. They should abstain from these nefarious activities. It actually pains me very much to see that. It is very unfortunate for the country, that even in some of the Ministries, Secretaries have got their relations employed as representatives of some of the firms. That practice should go.

In the stations there is this illegal gratification which is called *mamool*. It has become *mamool* everywhere; that is, it is the custom. This should go. In spite of so many things that has not yet gone. Particularly in the Railway P.W.D. in the name of construction they get lots of money for their friends. They make unnecessary constructions and do other things.

They also employ temporary labourers. Even labourers who have been working for 10 or 15 years are not made permanent. Every day there is recruitment of temporary labourers. I know that from each temporary labourer the Engineer gets about Rs. 3 per month. That amount is collected by the mate and put on the table of the Engineer; and nobody knows from where it comes. In some places, this illegal gratification would be even 3 times the usual salary. This system should go.

The Deputy Minister of Railways (Shri Shahnawaz Khan): Have you seen it yourself?

Dr. Samantsinhar: Yes; I know it. Last year I also knew of a case by the department concerned reported in local papers.

As regards pulling chains also there must be a liberal policy. In the name of illegal use of chains people have been put to difficulties. Even I have been put to difficulties.

Mr. Deputy Speaker: The hon Member has been going round experimenting every day?

Dr. Samantsinhar: Yes, Sir. For the last so many years we have been trying to have a direct rail connection to Orissa from Delhi. From Delhi we have now to go to Howrah. Once, after attending a meeting of the PAC I had to go back home. They sent a telegram from here to Howrah but there was no booking or reservation in Howrah in the comforting train and they told me when I arrived to provide me with a berth if people who had made their reservations did not turn up. This can be known only when the train was about to start and they told me just when the train was about to start that I could occupy a compartment. I got in hastily but my luggage was in the platform and so I had to pull the alarm chain. I have now got a notice from the court that I should attend the court for doing this. Shall I narrate my experience or your experience?

Mr. Deputy-Speaker: So, such a punishment has not yet come. There can be an experience only if it comes .... (*interruptions.*)

Dr. Samantsinhar: We hoped that after the nationalisation of the catering services, it would be better but in fact it has actually gone from bad to worse. They think that it is their kingdom and they can do whatever they like and serve as meals with whatever stuff they like. There must be some improvement in this regard.

In the matter of railways, Orissa is a neglected State. It has only about 800 miles of railways. We expected that during the Second Plan there would be more lines in Orissa. One is not even able to go home because of the absence of a railway link. The alternative railway line from Rourkela to Talcher must be constructed. A line should be constructed from Berhampur via Bhanjanagar to Raipur-Cizag line, Khurda Road to Titlagarh and from Balugaon to Keshinga. The railway stations on the South Eastern railway, especially in some sections in Orissa particulraly in Khurda Road Section are very bad and they should be improved. Similarly, there should be improvements to railway stations in Nirakarpur, Kalupadaghat and Balugaon. The waiting rooms at Puri and Khurda Road require immediate attention. There should be a railway station between Bhubaneshwar and Retang.

There is a lot of delay in the office of the Railway Public Service Commission. Even after two years of selection, people do not get appointed. I cannot agree with the suggestion made by Shri Gupta regarding shifting the construction Division to Calcutta. It is my opinion that all the offices should not be accumulated in one place. Bilaspur is a Central place and the construction department of of the railways is not only for Calcutta but for the entire area. If there are no houses there, they could be constructed. I feel that some of the offices in Calcutta should be dispersed to other localities so that people from that area may get some employment and their outlook may broaden.

श्री रामजी वर्मा (देवरिया) : उपाध्यक्ष महोदय, मैं उत्तर प्रदेश के पूर्वी जिले से आता हूं जहां से कि हजारों और लाखों की संख्या में हमारे मजदूर भाई असम के चाय बागान में, कलकत्ता में हावड़ा, सियालदाह स्टेशनों तथा बम्बई की सड़कों पर और दक्षिण भारत में कोयले की खानों में रोजी कमाने के लिए जाते हैं । चूंकि वे लोग गरीब और अनपढ़ होते हैं इसलिए उनको बहुत ही दिक्कतों और असुविधाओं का सामना करना पड़ता है । यह तो ठीक है कि वे रोजी कमाने के लिए उन स्थानों में जाते हैं लेकिन रोजी कमाने के ही बहाने वे राष्ट्र निर्माण का कितना बड़ा काम कर रहे हैं इसे भुलाया नहीं जा सकता । इस विषय में मेरी मंत्री महोदय से प्रार्थना है कि जिस तरीके से राष्ट्रीयता को सुदृढ़ बनाने के लिए विद्यार्थियों को और टीचर्स को अधिक से अधिक भ्रमण की सुविधाएं व रिआयतें दी जाती हैं, उसी प्रकार की सहूलियतें और रेल भाड़े आदि में रिआयत इन गरीब मजदूरों को भी दी जाय जोकि मुल्क के विभिन्न स्थानों में काम करने के लिए

जाते हैं। उन्हें भी किराये की रिआयत व अन्य सहूलियतें प्रदान की जायें। ऐसा करके आप उन हजारों और लाखों गरीब लोगों को सहारा व सहायता प्रदान करेंगे जोकि देश के विभिन्न कोनों में राष्ट्र निर्माण के कार्यों में लगे हुए हैं।

मैं रेलवे मंत्री महोदय का ध्यान एक अन्य आवश्यक बात की ओर आकर्षित करना चाहता हूं। मैं उस जिले से आता हूं जहां से कि थोड़ी ही दूर पर महात्मा बुद्ध का निर्वाण स्थल है। पार्लियामेंट के प्रथम सत्र अर्थात् सन् १९५२ से ही किसी न किसी बहाने मंत्री महोदय का ध्यान उधर कुशीनारा की तरफ़ आकर्षित किया जाता रहा है कि वहां बर्मा, सीलोन तथा अन्य जगहों से विदेशी यात्री बराबर हर साल आते रहते हैं और इस दृष्टि से वहां एक रेलवे लाइन की बहुत अवश्यकता है। जब शास्त्री जी रेलवे मंत्री थे तो उन्होंने उसके लिए सर्वे कराने का आश्वासन दिया था। अपनी स्पीच में उन्होंने उसका जिक्र किया था। लेकिन वह सर्वे होकर अब तक क्या हुआ और उस के निर्माण में क्या प्रगति हुई कुछ कहा नहीं जा सकता है। सन् १९५२ से बराबर अब तक रेलवे मंत्रालय का ध्यान उधर आकर्षित किया जा रहा है। इतना ध्यान आकर्षित करने और प्रार्थना व सतुति करने के बाद मैं मंत्री महोदय से पूछना चाहता हूं कि वह काम कब पूर्ण होगा।

इस बात को दृष्टि में रखते हुए कि वहां बाहर के यात्री आते हैं देवरिया स्टेशन पर एक रिटायरिंग रूम के लिए कहा गया था। यह संतोष का विषय है कि वहां पर रिटायरिंग रूम बन गया है। नार्थ ईस्टर्न रेलवे की कंसलेटिव कमेटी में मंत्री महोदय, जनरल मैनेजर और रेलवे बोर्ड के चेयरमैन का ध्यान इस ओर दिलाया गया कि चूंकि वह एक छोटी जगह है इसलिए वहां के रिटायरिंग रूम का किराया साढ़े ७ रुपये से घटा कर ५ रुपये करना चाहिए और एक बैड का ढाई रुपये होना चाहिए। एक तरीके से इस मांग को मान लेने के बावजूद भी अभी तक यह बात नहीं हो सकी है। समझ में नहीं आता कि आखिर बात क्या है और इस के करने में इतनी देरी क्यों होती है? कंसलेटिव कमेटी की बातें क्यों भुला दी जाती हैं। मैं समझता हू कि मंत्री जी उधर ध्यान देंगे और इस मांग को मंजुर कर लेंगे।

देवरिया सदर रेलवे स्टेशन पर एक रेफेशमेंट रूम कोलने की बात कही गई थी। देवरिया एक छोटा कस्बा है। महां पर रेफरेशमेंट रूम की व्यवस्था के अभाव में बाहर से आने वाले लोगों को काफी सुविधा रहती है क्य कि उनके लिए वहां पर चाय का और नाशता आदि करने की माकुल व्यवस्था नहीं है। वहां पर कंसलेटिव कमेटी में यह रेफेशमेंट रूम खोलने की बात को भी मान लिया गया था लेकिन अभी तक यह नहीं हो सका है। चूंकि मौजुदा पालियामेंट का यह आखिरी सत्र है इसलिए मैं एक बार पुन: रेलवे मंत्री महोदय का ध्यान उधर आकर्षित करना चाहता हूं।

जहां तक डिपार्टमेंटल कैंटरिंग का ताल्लुक है यह सुचारू रूप से नहीं चल रही हैं और हालत यह है कि यह घाटे में चल रही है। मैं मंत्री महोदय से पूछना चाहता हूं कि आखिर यह कैंटरिंग डिपार्टमेंट कब तक घाटे में चलता रहेगा? मैं तो अपने जाती अनुभव के आधार पर यह कह सकता हूं कि डिपार्टमेंटल कैंटरिंग की अपेक्षा प्राइवेट कैंटरिंग अधिक अच्छी तरह से चलती है और ग्राहकों को भी वहां पर चाय, पानी और भोजन आदि के मामले में अधिक सुविधा महसूस होती है। इसलिए मेरा तो रेलवे मंत्रालय को सुझाव है कि पले वह अन्य चीजों का राष्ट्रीयकरण करे अर्थात उनका इंतेजाम सरकार अपने हाथ में ले

[श्री राम जी वर्मा]

लेकिन कैंटरिंग का काम प्राइवेट लोगों के हाथ में देकर चलवाये क्योंकि डिपार्टमेंटल कैंटरिंग का काम कुछ ठीक तरीके से नहीं चलता है और उसमें घाटा भी होता है ।

मैं अपने जिले की एक और छोटी सी बात की ओर रेलवे मंत्रालय का ध्यान दिलाना चाहता हूं । गोरखपुर से पडरौना जाने वाली लूप लाइन पर जो बड़हरागंज रेलवे स्टेशन पड़ता है उस को पक्का स्टेशन बनाने की मांग बहुत दिनों से चली आ रही है । वह फ्लैग स्टेशन है और झ्रहपर का बना हुआ है और बावजूद इस बात के कि वहां पर पक्का स्टेशन बनाने की मांग बहुत दिनों से की जा रही है अभी तक वह पक्का नहीं किया जा सका है । मेन लाइन पर जहां कि लोगों की मांग भी नहीं होती है वहां पर तो स्टेशन के बाद स्टेशन बना दिये जाते हैं और बनते चले जाते हैं लेकिन जहां के लिए जनता की मांग होती है वहां पर कोई सुनवाई नहीं होती है । वहां पर छोटा मोटा चर्खे करघे का काम भी होता है और वहां की जनता स्टेशन की मांग भी करती है तो भी वहां पर नहीं बनाया जाता है और अन्यत्र स्टेशंश बनाते चले जा रहे हैं । मैं एक बार पुन: रेलवे मंत्री महोदय का ध्यान उस छोटे स्टेशन बड़हरागंज के निर्माण की ओर दिलाना चाहता हूं ।

कोयले, सीमेंट आदि के लिए वैगंस सप्लाई किये जाने के बारे में कुछ और भ.इयों ने कहा है । मैं अपने जिले की बाबत बतलाऊं कि वहां लोगों का ध्यान निर्माण कार्यों की तरफ हो गया है । ईंटें तैयार करने के लिए वे कोयला चाहते हैं । उनमें अशिक्षा इतनी है कि बगैर कोयले की सप्लाई की व्यवस्था किये वे ईंटें गढ़ने का काम शुरू कर देते हैं और फिर सरकार के पास और सप्लाई अफसर के पास कोयले के लिए दौड़ते हैं और उनको निराश होना पड़ता है और कोयला न मिल पाने के कारण हजारों लाखों की संख्या में गढ़ी हुई इंटें बरसात होने से गल जाती हैं । लोग निर्माण कार्य में इतना लगे हैं कि वे अपने घर, स्कूल, पुलिया और कुएं आदि बनाने के लिए इंटें तैयार करते हैं लेकिन गवर्नमेंट कोयले के वैगंस की सप्लाई रोक कर सब काम मिट्टी कर देती है और कोयला न मिलने के कारण बरसात में वह तमाम बनी बनाई ईंटें फिर गल जाती हैं ।

अभी उत्तर प्रदेश की सरकार ने अपने बजट मे ईंटों पर टैक्स लगा दिया है और इस से उनके निर्माण कार्य में एक तरह का ब्रेक सा लगाया है राज्य सरकार ने इस तरह से टैक्स लगा कर और केन्द्रीय सरकार कोयला न पहुंचा कर क्योंकि रेलव मंत्रालय कोयले के वास्ते जरूरी वैगंस सुलभ नहीं कर पाता है । उनको राष्ट्र निर्माण कार्यों के लिए उत्साहित करने के बजाये उलटे अनुत्साहित करती है ।

उनका श्रम बेकार जाता है और उनका किया कराया काम बरसात आ जाने से पानी में तबाह हो जाता है । आप देश के निर्माण कार्य के हेतु बड़ी बड़ी योजनाएं बना रहे हैं । आप ने पहली योजना, दूसरी योजना और तीसरी योजना बनायी है और आप जनता का उन योजनाओं को पूरा करने के लिए सक्रिय सहयोग चाहते हैं । नव भारत के निर्माण के लिए आप जनता को उत्साहित करना चाहते हैं लेकिन मैं सरकार से जानना चाहूंगा कि क्या वह जनता का सहयोग प्राप्त करने के लिए वांछनीय कदम भी उठा रही है ?

अब मैं और अधिक न कहते हुए फिर अपनी सरकार और रेलवे मंत्रालय का ध्यान इस ओर दिलाना चाहता हूं कि अगर भारत में आपको राष्ट्रीयता कायम रखनी है और प्रान्तीयता की भावना बढ़ने नहीं देना चाहते हैं तो आपको चाहिए कि लोगों को यात्रा के सम्बन्ध में और अधिक सुविधाएं प्रदान करें ताकि उत्तर भारत, दक्षिण भारत, पूर्वी और

पश्चिमी भारत के निवासी अर्थात् बंगाल, पंजाब असम, महाराष्ट्र और मद्रास आदि के रहने वाले भ्रमण कर के एक दूसरे के साथ घुल मिल सकें । उनको यात्रा सम्बन्धी सब सुविधाएं दी जानी चाहिएं क्योंकि जब वे एक दूसरे की तरफ आयेंगे और जायेंगे तो विचारों आदि का उनमें परस्पर आदान प्रदान होगा और प्रान्तीयता की भावनाएं न पनप सकेंगी और उनमें राष्ट्रीयता की भावना का उदय होगा । मेरा तो कहना है कि आप हर साल टैक्स पर टैक्स बढ़ा कर और रेलवे फेयर्स बढ़ाने की चिंता ही न करें। यह रेलव विभाग आपका नफे का विभाग है और आपने हर साल बहुत नफा इस डिपार्टमैंट से किया भी है और कर भी रहे हैं । किन्तु यात्रा पर प्रतिबन्ध आप न लगायें, विद्यार्थियों को आप सुविधा दें, अध्यापकों को सुविधा दें, मजदूरों को सुविधा दें ताकि लोगों का अदान प्रदान बढ़ें । इससे राष्ट्रीयता भी भावना बढ़ेगी और सचमुच जिस प्रकार के भारत का आप निर्माण करना चाहते हैं, सुन्दर भारत का नक्शा अपने सामने रखते हैं, उस प्रकार के भारत का आप निर्माण कर सकेंगे और उस नक्शे को बना हुआ अपने सामने पा सकेंगे ।

Shrimati Ila Palchoudhuri: Mr. Deputy-Speaker, Sir, I certainly think we have to congratulate the railways on a very good job done, and I think that a good job has been done, and the country knows it. But there are certain things to which I would like to draw the attention of the Ministry. As the time is brief, I will not make a speech. I will just put my points.

One thing that I would like to point out to the Minister is this. In his speech, he has stated that there was actually not much shortage of wagons. One thing has struck me. He said that there are three categories which get priority, and they are, first, the steel plants, secondly, the washeries and then the other customers. The Coal Controller has estimated the requirements of the West Bengal and Bihar Collieries at 6,150 wagons. Against this, the coal loading during the year was on an average 4,768, and even during January this year the wagon loadings were only 4,731. The Minister himself has said that the wagons available were about 3,900 odd in number. If you subsract that amount, and leaving aside what the two priority consumers need—the steel plants and the washeries—what are the other customers? The other customers also include very important industries such as caustic soda, chemical and certain other industries. For instance, the chemical industry supplies the essential raw materials to the industries like textiles, paper, fertiliser units, etc. There has been a cut of 30 to 40 per cent in the bulk allotment of coal to these industries. Why? It is because presumably there is a shortage of wagons. So, I would request the Railway Minister to look into this and see whether the wagon position and the bottleneck cannot be removed and also see that all modes of transport are utilised. The Deputy Minister of Railways has himself said that for effective transportation, they have to know beforehand the quantity and other facilities. So, if the railways would inform the shipping people in time, that will be good. The shipping lines or the sea routes also have to know beforehand how much will be available to transport from the railways so that they can also order their ships duly. The sea route is also a very effective mode of transport and vital for India.

I would also like to say that for the port of Haldia, a connecting rail link between Kharagpur and Haldia and also roads between these two places are absolutely essential if we are to take any advantage of the coal that we produce. Then, I would make some minor points for the attention of the Minister. There are small bits of railway land that lie all over the country. These lands belong to the railways. The railway does not really utilise them for any purpose. I speak of my

[Shrimati Ila Palchoudhuri]

area, because I know it. I suppose this feature exists everywhere.

For instance, there is a small plot of land in Shantipur in Nadia. That is just contiguous to a colony that has grown up. It is a very small piece of land. The District Magistrate is really empowered to tell the Government the price of the land, and the Municipality is willing to pay it, but the whole correspondence has resulted in two thick files. After all, it is just a small, little piece of land. That land hinders the coming in of any roads into this colony. I request that the land should be released by the railways at a fair price.

There is also a small piece of land like this in Krishnagar city were we want to put up some statue and a little hall in memory of the poet of Bengal, D. L. Roy. We have been writing about this to the railways, and have also a file of correspondence. In fact, two files. But they do not seem to get anywhere. There is also a case of the land near the Kali deity in Nabadwip where the railway land hinders the people from coming up to the deity and a well has to be put up. After all. I must thank the Railway Ministry that it has written a letter. Ultimately, after another set of two files of correspondence, there is going to be a little outlet through which the people will be able to get to the deity. I thank the Minister for that. But if the Railways will look into the question of these small plots of land quickly, I think the matters could be so easily settled, because it does not need such a lot of correspondence nor does it involve large amounts of money. I hope the Minister will look into it and remove three minor difficulties.

Thirdly, I would like to mention the Tollyganj bridge. There was this division of money between the Calcutta Corporation and the railways, but the work has not yet been started. The corporation keeps a pump to keep out the water from under the bridge, but the railway bridge must be heightened for the road to be free and accessible to traffic during the rains. I hope this work will also be taken up as soon as possible.

Another point that I want to make in this connection is about the flag stations. In the Demands, I do not know if this item is included, but in the budget there is a sum of Rs. 65 lakhs allotted for flag stations. The budget speech also says that the flag stations are not very remunerative. When Rs. 65 lakhs are being spent on unremunerative flag stations, surely the Nandai flag station and the Malanchapara flag station may have some sympathy from the hon. Minister, because although the flag stations may be unremunerative, these two flag stations would serve the students. Though there may be a little loss for the railways, I hope the Minister will consider this when the time comes.

Then, at the Plassey railway station, an overbridge is very badly needed There is so much congestion that accidents occur. I do not know how costs are worked out, but when accidents occur, considering human lives, the question of cost cannot be considered. There are two places in my constituency where there are level-crossings near hopsitals without any gatemen. This is badly needed. Once the gate is closed, no traffic can pass and it has to go by a round about route. People have died on the way. So, a gateman is very badly needed. Every time we write to the Railway Ministry, they say that costs would not justify it. But human lives and human need cannot always be worked out on the basis of costs. I hope the Minister will consider this when I again write to him. I am willing to open another two files of correspondence but I hope the gatemen will be provided, particularly near the health centres.

Lastly, we have been wanting a fast train to Nabadwip and also from Krishnagar to Calcutta. The electrification has come up to Rana Ghat; we hope it will come right up to Krishnagar. Also, a broad gauge line should be a possibility between Shantipur and Nabadwip Ghat Stations, because there is so much traffic. The question of the line being unremunerative would not arise, because there will be enough goods traffic. I do not know why, when there is so much more goods traffic, which is being carried by trucks, the railway does not take it up, so that it could have a paying line and at the same time the people could have some amenities. I hope they will really consider this seriously. This has been in cold storage for years.

Finally, I hope *idlis* and *dosas* will be available on the railways. Even the Ministry of Cultural Affairs and Scientific Research have now produced instant *idli*. There should not be any difficulty in serving it on the trains, particularly on long journeys, because it is vegetarian, it is wholesome, it is liked by most people and it is cheap. It is very cheap for the third class passenger and very acceptable to the first class passenger, who is used to this food.

With these remarks, Sir, I congratulate the Ministry on the work it has done and warmly support the demands.

Shri Chintamoni Panigrahi (Puri): Sir, the Deputy Minister, while replying to the general discussion, was pleased to explain the difficulties with regard to the wagon supply position. Recently I had been to one of the mining areas in the Barjamada sector of the South-eastern Railways. I happen to be associated with the workers in those mining areas, because I am the Vice-President in one of their unions. There the mine-owners have threatened that they would close down the mines, because they are not getting adequate supply of wagons for movement of iron ore from that sector. Till 3rd March, the accumulation of stock in Barbil, Banspani and Barjamada stations has come to 3 lakh tons of iron ore. How is it possible for the mines to operate when huge accumulations of stocks amounting to 3 lakh tons are there and adequate wagons are not being supplied for moving them to the steel mills or to the Calcutta port? I think this needs looking into. The State Trading Corporation, for facilitating the export or supply of iron ore to the steel mills, have also formed a co-ordinating committee in which a member of the Railway Board is also there. But I do not know how it is that there is no co-ordination so far as movement of iron ore is concerned, and how there is such huge accumulation of stocks. It is hampering the working of the mines and labourers are being retrenched. I would draw the attention of the hon. Minister to this and I hope without any further delay adequate supply of wagons would be made.

During the last one year, I have drawn the attention of the Railway Minister to the murder of Pandit Lakshmi Narain Mishra in the first class compartment of a train. He was a very important political leader and there was a fight between two sections of the ruling party in the State. Reports appeared in the Press and I think it must have been reported to the Home Ministry and the Railway Ministry. When Shri Jagjivan Ram was present in the House on another occasion, I drew his attention and he promised to ask the State Government to expedite the inquiry. Shri S. V. Ramaswamy was also present at that time. I would like to know from him what has happened during the last eight months? Such an important political leader was murdered and for the last 8 months no culprit has been apprehended. I think some light should be thrown on the matter and it should not be taken so lightly.

For a long time we have been asking for the construction of an underbridge

[Shri Chintamoni Panigrahi]

near the level-crossing at Cuttack railway station. During the last five years, we have drawn the attention of the Railway Board on several occasions and in the Consultative Committee also. Everytime we have been assured that next time this will be done. There is too much congestion there and for hours together the traffic is closed. The Railway Ministry puts the blame on the State Government and the State Government says "We are very active, but the Railway Ministry is not active." Between these two, the people are suffering. I hope the Minister will look into this.

With regard to the 236 Up and Down passenger service from Howrah to Waltair, this was suspended two years back. Every time the Minister says it will be resumed very soon. It was said that in May 1961 this service will be resumed, but now it is 1962 and still nothing has been done. The traffic on this route is so congested that this train service should be resumed without any further delay.

We were given the assurance that no further divisional headquarters will be set up. But now we come to know that although the State Government also had insisted on the opening of the divisional headquarters at Khurda Road, the Railway Ministry is opening this at Vishakapatnam. I do not know how far it is true. I may be wrong. I hope the Minister will be able to throw some light on it.

With regard to the new railway lines, some eight months ago the Deputy Minister gave a statement somewhere in Madras that there is going to be a new line constructed from Sukinda iron ore area, connecting the main line for export of iron ore. I do not know what happened to that because no work has been started. I do not know what the position now is We were told that the Government of Orissa had asked for five schemes being given priority. We do not know what those five schemes are, but the Government of Orissa say that the Railway Ministry never consider their proposal. So, I would like to know whether in the Third Plan really effective measures have been taken to have new lines in Orissa because, so far as communications are concerned, it is very much behind the other States. During the last five years we have constantly drawn the attention of the Railway Ministry to this fact. With these words, I would request the Railway Minister to reply to these points and help us, so far as the case of Orissa is concerned.

Shri Oza (Zalawad): As we all know, railways is the largest undertaking earning crores of rupees and spending crores of rupees. Therefore, it is legitimate for us, sitting in this House, to judge whether this undertaking is running efficiently and economically and whether it results in large benefits to the community, because it is vitally concerned with the interests of the public by carrying both passengers and goods, which is absolutely necessary for the development of our country industrially.

While one may not be very bitter and vehement about the criticism to be levelled against the railways, at the same time, one should not be complacent either. We see that the staff in the railways is increasing day by day. But what about the efficiency? If one is to put it in ratios, it is going in the inverse ratio. Efficiency is going down inversely as the staff is increasing. If the Parkinson's law is to be demonstrated, one can easily point to the railway administration. It is a sad thing that it is going on for the last so many years and we are not still as much conscious about it as we should be.

Reverting to regional matters, though I do not want to be regional, somehow or other I have got to point out some of the difficulties of my region to the hon. Minister. I come from Saurashtra, and if there is any region in the

whole country which is not benefited in the least after Independence, it is this area. On the contrary, we can point out certain facilities which this region was enjoying before freedom have been curtailed after the achievement of freedom.

In the first place, talking about new links, there is not a single new link in our area after the achievement of freedom. This area is not connected with broad-gauge at any point. Some time back, their railway administration carried out an engineering survey and also a traffic survey and it was almost decided that there must be a broad-guage link between Tarapur and Bhavanagar but, because of certain local differences of opinion, perhaps it was convenient for the railway administration to shelve that scheme. That scheme was not undertaken at all. But there was a solution also suggested by the then Government of Saurashtra. If the railway line is bifurcated and one broad-guage line goes from Bhavanagar to Tarapur and another goes via Rajkot to Jamnagar it will serve the purpose of the region which is fast developing industrially. Because the region has no broad-guage link, we are suffering in many respects.

As has been pointed out by many hon. friends, there is a coal crisis in the country and because of the lack of wagon facilities it is accentuated. As this region is far removed from the coal area and is in the western part of the country, it is suffering the most. Our tragedy is that our supply of coal is continuously cut down because the transport facilities are very poor. Because wagons are not available, allocation of coal is cut down; consequently, allocation of wagon goes down further still. So, it is a vicious circle and our coal supply is diminishing day by day, with the result so many industries are closing down or languishing. We are making representations to the railway authorities and those incharge of coal but of no avail. The Gujerat Government has also taken up this matter with the Central Government. Unless immediate attention is paid to this problem, I am sure so many industries in Saurashtra will have to be closed down and there will be all round suffering. So, I would request the hon. Minister to look into this question very closely and step up the supply of wagons to this area which is far removed, as I pointed out earlier, from the coal-mines.

Then I want to point out another special difficulty faced by this region. Between Surendranagar and Viramgam two trains were running, one train coming from Bhavnagar to Viramgam via Surendranagar and another from Junagadh to Viramgam via Surendranagar. Two such trains were running in the night, called Express, and another train running in the day called Mail train. These two trains, instead of both being continued from Surendragar as before, now only one train goes to Viramgam with the result that the train is always over-crowded and the passengers are put to a lot of inconvenience. It is almost impossible to travel by this train. So, there is a lot of uproar in that area. The hon. Minister knows that *Satyagraha* was undertaken by several people there and there was dislocation of trains in that part. We said that we will not support the *satyagraha* and unless that is stopped, we will not support their request at all. They did stop the *satyagraha* but no relief was forthcoming.

Shrimati Renu Chakravartty (Basirhat) They did not get the train?

Shri Oza: No. So, I would request the hon. Minister to continue to run the two trains from Surendranagar to Viramgam as before.

When we made a request to run a special coach from Halrad to Mehsana they said it is not possible because there is no track capacity. Sometimes they say there is no pulling capacity

[Shri Oza]

and at other times they say there is no track capacity. I do not know what the true reason is. Whatever it may be, a solution to this problem can be found out only if two trains are run, as before, between Surendranagar to Varamgam. If they start these two trains, the passenger over-crowding will be relieved. I think it is high time the railway authorities paid adequate attention to this problem, instead of ignoring it any further, because again and again *satyagraha* is being launched by the local people and again and again we have to approach the authorities. And when the people start *satyagraha*, the coal supply is stopped, many other supplies are stopped and many of the industries are dislocated and there is complete dislocation. I earnestly request that before the *Satyagraha* is re-started, the railway authorities will re-start the two trains which were previously running between Surendranagar and Viramgam, so as to satisfy the demand for through Halrad Mehsana coach.

Shrimati Renu Chakravartty: I join my other colleagues who have tried to underline the importance of wagons for industrialisation. In the report given by Shri Jagjivan Ram he says that priority No. 1 has been given to the steel mills, and yet there was a shortfall of about three million tons and, therefore, there was a reduction in the amount of freight carried. As my hon. friend, Shri Panigrahi has already brought to your notice, in the iron ore areas already huge stocks have piled up. He has spoken of Barjamada. As a matter of fact, I have received letters and telegrams about the situation with regard to iron ore of the Martin and Burn steel mills in Burnpur and Kulti. In Manoharpur BOAX wagons were not available and so wagon-loading labourers of the contractors were facing lay-off. The position is quite serious there. The latest letter which I have received yesterday says that only one day a week, that is, on Monday at Manoharpur they are getting BOAX wagons. If even the needs of the steel mills cannot be met, I wonder how the demands of those industries which may be regarded as somewhat less important than steel mills can be met. So, I do not know how we shall continue with this position.

So, it is very important that this entire question has to be viewed with all the seriousness that is needed. It is not right that every time this point is raised the Railways blame the Iron and Steel Ministry, the Iron and Steel Ministry blames back the Railways and we do not know whether any serious thought is being given to the whole matter.

The second important point which I want to underline is the matter which we have raised on various occasions. But still there is no solution or headway made in the matter. It is the question of what was very clearly stated in the Pay Commission's Report regarding Casual labour. The Railways have 1:6 lakhs of casual labour. What we quarrel with is not so much the circulars of the Railway Board. The circulars of the Railway Board make it clear that seasonal labour sanctioned for specific works of less than six months' duration should be treated as casual labour. But, as the Pay Commission itself has pointed out very correctly, it is not the spirit of the circular but the implementation of it by the officers at lower levels that has to be reviewed. On many occasions we have met the hon. Minister and we have written letters and have asked that there should be a review of the actual practice. What we have stated is that there are many cases where casual labour has been working on work of a permanent nature for years but every now and then after a period of time they are being asked to stop work so that by the break they are considered as ineligible for becoming permanent labour. Therefore for years together they have remained casual labour. We are prepared to

give you actual concrete examples. Even if we give you one example, I think it is enough that a review of the actual practice is undertaken.

Secondly, as we know, casual labour in the Schedule of the Minimum Wages Act are to get wages according to the minimum wages. Those that are outside the Schedule are to be treated as labour who should be getting some wages for work of a similar nature which is in the Schedule of the Minimum Wages Act. For some time we have been raising the question of Kharagpur labour. We have demanded that the State Government's minimum wages should apply to them. But for a very long time when there has been an upward revision of the State Government's minimum wages, so far as the railway labour is concerned nothing has been done. We have represented it. The funny thing is that Chakradharpur has now been given a higher rate, but Kharagpur remains where it is. Maybe, it is due to some cog in the wheel somewhere in the official bureaucracy that these things continue. These things ought to be looked into because this has continued for a fairly long time.

Then, of course, there is another very important recommendation. I think in view of the fact that in actual practice there is a very large number of casual labour which is not engaged on work absolutely and correctly of casual type, the Central Government rules should apply to them with regard to such things as weekly holidays, working hours, night shifts, overtime etc. As a matter of fact, the Pay Commission says:

> "We consider there is a need for a review of the actual practice in order to ensure that all those who are being employed as casual labour are being rightly so employed. The fact that about 200,000 workers are involved adds to the urgency of such a review."

As far as the Railways are concerned, it has 1:6 lakh of them. Therefore this question is very important. Because the Railways are one of the biggest employers of casual labour and because they are doing very important work, in many cases this question as to whether they are really doing work of a casual nature or whether they should have the right to be considered as permanent workers should undergo a review.

Another point which I want to make is with regard to accidents. One of the major accidents has been on the South Eastern Railway at Ghatsila. We feel and we have heard that there has not been the proper type of overhaul and repair of engines as should have taken place. We have raised this on the floor of this House, but I am afraid that the officers and those concerned have not undertaken a proper inquiry into it. Sometimes various fears are raised that if anybody gives honest and correct answers his services may be jeopardised. But we do know that the overhaul time for engines etc. which is laid down by the rules and regulations is not always adhered to. Therefore this whole matter of the causes of accidents and the maintenance of engines and tracks etc. should also be thoroughly gone into so that this question may not arise again and again.

The question of shortage of hands has been raised. The Railway Ministry says that they are overstaffed. I cite to you the case of a department in Kharagpur where for the last so many years no privilege leave has been granted. It is a peculiar thing that no privilege leave is being granted and leave has to be taken on other grounds, like, "I am ill; my father has died or my mother has died." No normal privilege leave is granted. There we feel that if that is so, there is a shortage of hands; otherwise why is it that officers do not grant leave? There are so many posts that are not being filled up.

[Shrimati Renu Chakravartty]

Therefore this point should also be gone into.

Another point which I have represented to the hon. Deputy Minister, Shri Shahnawaz Khan, on more than one occasion is the question of water supply in Kharagpur, in Nimpura. Actually, the Railways have allocated the money and I was told that the thing is going ahead. But do you know that we are getting telegram after telegram even now? In three months' time the worst of the hot weather will start. Here is a telegram which I have received:

> "Serious water scarcity Nimpura Mathurakati Old Settlement Kharagpur. Repeated official promises no avail. Great distress. Difficult to do duty. Intervene immediately."

This is a point which I again want to press. When money is allocated, let it be given in time. Why should there be such distress for the last three years?

Regarding the overhead bridges in Calcutta and surrounding areas, you know that our suburban trains are highly overcrowed and we have now got bus services, but the big difficulty has been that at every railway crossing the buses are held up for quite some time and specially office going people coming in from the suburbs have found it very difficult to cross these crossings. They have to cross not one or two but several crossings. I feel that there should be some sort of co-ordination and discussion between the State Government and the Railways to decide on priorities of the overhead bridges that you are going to construct. I would plead specially for an overhead bridge at Belgharia in the Calcutta area, if not others. There are other places also, but I would say that Belgharia is one of the more important ones. The largest number of passengers go from Belgharia and therefore this overhead bridge should certainly be constructed and discussions should be held between the State Government and the Railways.

In these areas there has also been the demand for having some one or two new halting stations where there is a very great pressure of people coming into the city for work every day. Specially between Kankinara and Shyamnagar a huge area has been developed and a new halting station should be provided there Refugee workers travel to and from Kachrapara and Calcutta and in all this area the demand for this halt has been of very great urgency.

Lastly, I should like to submit that the Barasat-Basirhat Railway which has at last been opened should again be connected with the City of Calcutta without which, I am afraid, the small broad gauge line will not be an economic proposition. Nor will it answer the crying needs of the suburban people who want a direct connection to their place of work, education and business—the great metropolis of Calcutta.

Shri S. V. Ramaswamy: Mr. Deputy-Speaker, Sir, ten hon. Members have participated in the debate. Many of them have given very valuable suggestions. Their criticism is welcome. Matters of all-India importance as well as of purely local importance were mentioned. I shall take up only the major items because within the short time at my disposal I shall not be able to cover all the points raised by the hon. Members.

First of all, there is this question of wagons, movement of coal and the general traffic.

I propose to deal with the problem of goods transport in two categories: coal and other goods. As regards coal, the Railways have been clearing all coal that is offered for transport from the outlying fields including Singareni at the Central India Col-

lieries. In regard to the Bengal and Bihar fields also, the requirements of raw coal to washeries or of washed coal to steel plants are being met in full. With regard to coal for other consumers, the average daily movement in 1961-62 was 3594 as against 3398 wagons a day in 1960-61, that is an increase of 196 wagons a day. This compares fairly well with the stipulated increase of 1211 wagons for these consumers during the five years of the Third Plan, that is an average increase of 242 wagons per day in each year. This rate of increase in the first year of the Third Plan is satisfactory. Because of progress of works and acquisition of rolling stock, it inevitably gathers momentum in the later years of the Plan.

With regard to the other group of goods traffic, there has been considerable reduction in the overall registration, that is, pending demands on the Indian Railways. At the end of February, 1962, the outstanding registrations on the broad gauge were 1,13,958 against 1,39,636 at the end of February, 1961, that is a drop of 25,678. Similarly on the Metre gauge, the outstanding registrations dropped from 63,112 at the end of February, 1961 to 44,880 at the end of February, 1962. The outstanding registrations on the broad gauge are still quite large. But, nearly 40 per cent of these consist of foodgrains, that is about 46,536 registrations which include a large element of inflation. it has been experienced that whenever increased supplies of wagons have been made to the foodgrain-loading areas, there have been heavy cancellations of demand. To quote an example, in the Southern Railway, over 27,000 registrations on the Broad Gauge and 14,000 on the metre gauge were cancelled during the months June 1961 to January, 1962. Similarly, large-scale cancellations have occurred on other Railways. Also, for instance, at Bilaspur, at one stage, 34,000 registrations were pending for foodgrains alone. When we offered to carry in special rakes, within a week, about 20,000 registrations were cancelled. That is the size and dimension of bogus registration.

16.03 hrs.

[SHRIMATI RENU CHAKRAVARTTY *in the Chair*]

Madam Chairman, you were speaking about shortage of wagons for movement of raw materials for the steel plants. There may be on a particular day some accident or some such thing, a derailment. That does not mean that supply to a steel mill will be cut short. No. They have got reserve stocks. As a matter of fact, the full requirements of steel mills for raw materials are always given priority. No. steel mill has been closed for want of raw materials. No; not at all. You referred to bob wagons. We have got a stock of 960 or so. These wagons are of a special type. We have enough of these to supply the steel plants provided the movements are according to the schedule. Unfortunately, movements are not according to the scheduled. Take, for instance, Durgapur. Durgapur was expected to deal with box wagons. They were to have tipplers. The entire ore was to be moved with box wagons. To this day, tipplers have not been set up in Durgapur. It is said that it will take two years more for the setting up of the tipplers. That means, all our bobs have got to move on un-scheduled lines. Instead of being used on the lines they were intended for, they have been used to carry ore to Durgapur which was not intended. That is one thing. Also for Rourkela, they were to get ore from Barsua mines. But, the Barsua mine has yet to come into operation. We have got to move ore to Rourkela from a greater distance than was intended originally. Barsua is only 42 miles. But, the lead is a longer one. Similarly, for Durgapur, limestone is coming from a distant place, and so on.

Mr. Chairman: What about the oldest steel mills?

Shri S. V. Ramaswamy: I am coming to that: the IISCO. We offered

[Shri S. V. Ramaswamy]

them box wagons. They have been moving in box wagons. Sometimes, they reject it. There is no shortage of raw materials so far as IISCO is concerned. They have reserve stocks. There is no complaint on that score. They prefer bobs. Unfortunately, because of the fact that we have got to move iron ore in bobs to Durgapur, we are not able to meet their requirements immediately of bobs. We offered them box wagons. If they would take them, we would certainly supply them. I assure you there is no shortage of raw materials so far as IISCO is concerned. I was mentioning about un-scheduled movements on other lines. All these have thrown out of gear our calculation of wagons that would be at our disposal for meeting the entire demand of the steel plants. If, instead of 40 miles, you go to 140 miles and if, instead of going in one direction, you take materials in another direction, all these things cumulatively throw out of gear your entire plan.

Shri Chintamoni Panigrahi: Lack of planning?

Shri S. V. Ramaswamy: These unfortunate developments have taken place. It was originally tought that to the steel plant, ore from a particular area would be suitable. Subsequently it was found that it was not suitable. These were things which were not anticipated. These are difficulties not of bad planning, but difficulties which subsequently cropped up as a result of further investigation.

Shrimati Parvathi Krishnan (Coimbatore): Lack of foresight.

Shri S. V. Ramaswamy: I would not say foresight. You cannot foresee that a particular thing a few feet down below, ultimately will not be of use. Things have cropped up that way. We are up to the task and we hope to rise up to the occasion and meet the needs of the situation.

You mentioned about casual labour. We are well aware of that. Casual labour is largely due to the fact that we are having a number of works all over the country.

Shri Harish Chandra Mathur (Pali): May I take it that the hon. Deputy Minister has dealt with the question of wagons and is moving to the next point?

Shri S. V. Ramaswamy: I suppose so.

Shri Harish Chandra Mathur: I have quoted three instances. I have cited what the National Coal Development Corporation has said. I have quoted certain figures. I would expect a little reply from the hon. Deputy Minister. I have said that they felt compelled to retard their programme. I read out certain passages.

Shri S. V. Ramaswamy: I thought I had finished. Since Shri Harish Chandra Mathur wants further details, I would say this. I was also present at that meeting where the Federation of Chambers of Commerce and Industry made out a charge against the Railways.

Shri Harish Chandra Mathur: Which was accepted by the Prime Minister.

Shri S. V. Ramaswamy: There are deficiencies which we have got to accept. There is no point in hiding a fact. The causes of the deficiencies will also have to be looked into.

Shri Harish Chandra Mathur: You better give the causes. You say there is no deficiency.

Shri S. V. Ramaswamy: According to the original plan, the Central India coal fields were to step up extraction of coal to a particular tonnage. But, this did not fructify. Instead of that, more and more coal was dug out in the Bengal Bihar area which is already choked and saturated. Therefore, there was difficulty in moving coal from the Bengal Bihar area be-

cause of the fact that there was no line capacity. If, as had been planned, the Central India coal-fields had been developed, and more coal had been dug from that area, then we would have been in a position to move more coal and meet the requirements. For instance, my hon. friend Shri Oza mentioned about the difficulty in regard to coal supply to Ahmedabad. Coal was to move from the Central India coal-fields to Ahmedabad, but there was not sufficient raising of coal in those coal-fields, and, therefore, we could not supply them.

Shri Oza: We are told that coal allocation has been slashed down because there is no transport facility, and wagons are not available. Coal is there, but because the transport facility is not there, the output has been down.

Mr. Chairman: The hon. Member's point is that in the Central India coal-fields, the raising has been brought down because of the fact that the railways have not been able to give them enough wagons.

Shri S. V. Ramaswamy: Also, it must be stated that there was fire in the Kurasia coal-fields, and it has been ablaze for the last one year, and, therefore, they could not raise enough coal.

There is also another point. The calculation was on the basis that the loading should be on every day of the week. Unfortunately, there was no co-operation from the private sector or even from the labour to load on Sundays also. Naturally, if there are 25 Sundays in a year on which on work is done and no loading is done, then the loading of coal, as was planned originally, would necessarily show a shortfall. It is only now when we have been insisting upon coal-fields to load on Sundays also, that we have been able to step up the loading of coal and moving it to the places where it is required.

These are some of the difficulties which have got to be met, and if only the National Coal Develapment Corporation could develop the coal-fields in Central India as was planned, then great relief will be afforded to the line capacity and the traffic lines leading from Bengal-Bihar coal fields.

Shri Harish Chandra Mathur: Has hon. Deputy Minister taken note of what has been stated on the floor of this House by the Minister of Indusryt, when he was answering certain questions here regarding production of cement? He said that no coal was there, and, therefore, the full quota of cement could not be manufactured; there are no wagons, and, therefore, the cement could not be distributed. These facts have been stated by one hon. Minister, namely the Minister of Industry, on the floor of this House. I do not know what to make out of it. I do not know where we stand.

Shri S. V. Ramaswamy: I am submit one thing targets were fixed in the Second Five Year Plan, and the hon. Minister has said on the floor of this House that the railways have fulfilled the targets set apart for them; but the demands have grown, and these demands were not anticipated even by the planners. However, we are making our utmost effort to meet these requirements.

Shri Harish Chandra Mathur: Even the targets of the Second Five Year Plan have not been fulfilled. That is the statement.

Shri S. V. Ramaswamy: They have been fulfilled.

We cannot carry on a fire and cross-fire like this.

With regard to the construction of wagons, it is true that there was shortage of wagons. The reason was not that there was no capacity for constructing the wagons, the capacity is there . . .

Shri Harish Chandra Mathur: But the required steel is not there.

Shri S. V. Ramaswamy: My hon. friend is anticipating my answer.

Shri Harish Chandra Mathur: Steel is not there, and for the steel plant, the coal is not there. That is the whole trouble.

Shri S. V. Ramaswamy: These are the facts. We have got to accept those facts. What is the point in blinking at them? The capacity is there to manufacture 26,000 wagons in terms of four-wheelers *per annum*. We can step it up to 35,000 or 36,000 *per annum*. But where is the steel? The matching steel was not there. Again, as my hon. friend has rightly pointed out, the steel that was expected from the public sector steel plants did not materialise. We should not get it, and when we found that they could not supply it, we had to frantically place orders abroad and get them. They have now moved in; a major portion of the orders which we placed abroad has been answered, and we have received the goods, and the construction is going on apace. As a matter of fact, in the Railway Board, we have appointed a special officer to look into the question of the construction of wagons, and good work is being turned out, and I believe that within a few months these difficulties in regard to shortage of wagons may be overcome.

There was another general question about new lines. The House is well aware that the question of new lines was taken up with the Planning Commission; but the allocations were strictly limited, and within the moneys that could be allotted to the railways in the Third Plan, certain lines were accepted, but most of them were rejected; not that there was no merit in the case of the other lines, but it was largely due to the paucity of funds that the others could not be considered, and if and when the funds become available, I have no doubt that hon. Members will press their claims and have the lines in their respective States.

Mr. Chairman, you referred to the question of overbridges, and several other hon. Members also have referred to this matter. Pandit Thakur Das Bhargava who is an elder statesman. was somewhat angry that the railways should cut a town across and prevent people from going from one part of the town to the other. The whole position has been explained time and again on the floor of this House. The whole question was before the Planning Commission, and the Government of India in the Ministry of Transport and Communications, have issued an order that in all cases whole a railway line crosses a national highway, it is the function and the proper sphere of the Ministry of Transport and Communications to find the necessary funds and build the approaches at an over-bridge, the responsibility of the railways being limited to linking the two approaches over the railway property. Even so, in the case of the State highways, the State Government is expected to build the two approaches on either side, and if it is a municipality or a corporation, then the municipality or the corporation has got to find the funds. These things have been laid down, and it is in terms of the circular which has been issued by the Ministry of Transport and Communications that several new over-bridges have come up, as, for instance, in Kerala at Ernakulam, at Shoranur, at Calicut etc. Many of these over-bridges are coming up in these places. Even so, in Mysore State, three or four over-bridges have come up. I might mention here that in the case of Mysore, though at three or four different places we have built our portion over the railway track, the State Government has not yet constructed the approach roads, with the result that our bridge without the approach is standing like an arch over the railway track; that is an unfortunate thing.

16.18 hrs.

[MR. SPEAKER *in the Chair*]

Therefore, we are now insisting that we would do it provided the State

Governments set apart the necessary funds and start constructing the approaches. It is not very difficult for us to link up the two approaches over the railway track.

My hon. friend Shri Thimmaiah mentioned about poor coaches and wagons and engines being supplied to the south. I am sorry that the hon. Member should have tried to make out that there was discrimination between the north and the south. I am afraid he is off the track. Thre is no question of discrimination between the north and the south in the railways. As and when coaches are produced, accounts are taken, and they are distributed to the various raliways *pro rata*, and the re is no discrimination on this account between the north and the south.

There is also the question of the conversion of narrow gauge into metre gauge or broad gauge. This question has been dealt with earlier. In certain areas, narrow gauge is so widespread that it will be a difficult idea to convert any particular line without reference to the spread of the narrow gauge line in a particular area. He mentioned about the Kolar district, the narrow gauge line there. This has been examined. I think Shri Thimmaiah gave away his own case by saying that people are not patronising the narrow gauge line because buses are plying faster there and in numbers. That is the very reason why the railway is not working on a profit there. It is a moot question whether that railway should be continued in view of the fact that alternative modes of transport are easily available.

Shri Thimmaiah also said something about certain Scheduled Caste employees being reverted. He pointed out that after the judgment of the Supreme Court, they should have been put back. I sumit that we are not aware of any case of reversion. I do not know wherefrom he has got his information about reversion and reinstatement.

Shri Indrajit Gupta made out a very strong case against setting up an office in Bilaspur and in transferring the construction department of the South-Eastern Railway from Calcutta to Bilaspur. My hon. friend, Dr. Samantsinhar, on the other hand, crossed swords with him and said that it is right that the office should be located in Bilaspur and it is not right that everything should be concentrated in Calcutta. As between the two, the fact of the matter is this. Shri Indrajit Gupta gave out a long list of the work already done in this area. But he forgets that there are many more works in the Third Plan in Central India which have to be done, near Manendragarh, near the coal fields in Central India, doubling between Drug and Kamptee, and so on. These are all works to be done. Therefore, one portion of the office is to be located in Bilaspur and the other portion will function from Kharagpur looking after new line construction work in the West Bengal area.

Shri Indrajit Gupta: Am I to understand that the whole of the office at Calcutta is not proposed to be shifted but only a part of it will be shifted?

Shri S. V. Ramaswamy: I will not be able to tell him off hand. But I will give him the assurance that the convenience of the employees in the matter of transfer to Bilaspur will be taken into consideration. We shall see that the wishes of those employees who do not want to go but would like to stay in Calcutta are given due consideration.

The other points made out are in regard to increasing accommodation in third class, running more trains having more stoppages, more halts, improving catering, the quality of food etc. These have already been dealt with. The Ministry is aware of these points. There is a certain limit to increasing the number of trains because line capacity is limited. There is a limit to increasing the number of trains also because the production of coaches we can put on the line is also limited. But we are well

[Shri S. V. Ramaswamy]

aware of these difficulties and the Ministry is doing it utmost to attend to the amenities of passengers and make railway travel as comfortable as possible.

Mr. Speaker: There are no cut motions moved.

The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March 1963, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11 and 13 to 18".

The motion was adopted.

16.24 hrs.

*APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL, 1962

The Deputy Minister of Railways (Shri Shahnawaz Khan): I be to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1962-63 for the purposes of Railways.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1962-63, for the purposes of Railways."

The motion was adopted.

Shri Shahnawaz Khan: I introduce† the Bill.

I also beg to move†:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1962-63, for the purposes of Railways be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the service of a part of the financial year 1962-63, for the purposes of Railways be taken into consideration".

The motion was adopted.

Mr. Speaker: The question is:

"That clause 2, clause 3, the Schedule, clause 1, the Enacting Formula and the Long Title stand part of the Bill".

The motion was adopted.

Clause 2 to Clause 3, the Schedule, Clause 1, Enacting Formula and the Long Title were added to the Bill.

Shri Shahnawaz Khan: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed".

The motion was adopted.

16.27 hrs.

ADVOCATES (AMENDMENT) BILL

The Deputy Minister of Law (Shri Hajarnavis): I beg to move:

"That the Bill to amend the Advocated Act, 1961, be taken into consideration".

I might, in brief, explain the objects of the amendment. Under the Advocates Act, 1961, which received the assent of the President on the 19th May 1961, it has been provided under

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*Published in Gazette of India Extraordinary Part II—Section 2, dt. 27-3-1962.

†Introduced|moved with the recommendation of the President.

Section 1(3) that the Central Government may be notification in the Official gazette appoint a date, and different dates may be appointed for different provisions of the Act. The Act aimed first at creating an All-India Bar-Council as the apex of the legal profession. Then a Bar Council had also to be constituted in each State. Then a common roll of advocates was to be prepared which would entitle them to practise in any Court in India including the Supreme Court. The problem was to do all this without discontinuing the right of the advocates to practise. It was our hope, expressed by the Law Minister and myself, that the All-India Bar Council would come into existence and begin functioning before our term came to an end. But certain difficulties supervened.

Chapters I, and VII were brought into force on 16-8-61. Chapter I deals with definitions, Chapter II with enrolment and Chapter VII with transitional provisions. Chapter III was brought into force on 1-12-61 when certain provisions of certain Acts were repealed.

It was expected that before 1-12-61 all State Bar Councils would come into existence and they would also elect their representatives to the All-India Bar Council so that the All-India Bar Council would also begin functioning. But out of the 15 States Bar Councils to be consitituted, one was constituted in September. That was in Assam. Two were constituted in October, these were in Madras and Orissa; six in November and five in December, and one in West Bengal has yet to be constituted.

Shri Braj Raj Singh (Firozabad): All others have been constituted now except West Bengal?

Shri Hajarnavis: Yes.

Shri V. P. Nayar (Quilon): Have they given any reason?

Shri Hajarnavis: It is for the advocates there and the High Court there to proceed with the elections. The information that we have received is that the elections are to be held in March, 1962 but I cannot vouchsafe for the correctness of the information. In the meantime there are many persons desirous of entering the profession. They had applied for enrolment and the enrolment has to be made in the first instance by the State Bar Council. Under section 28 (3) the rules framed by the State Bar Councils. are to be approved by the All-India Bar Council, and the framing of the rules was a prerequisite before the power, under section 24, of enrolment could be exercised, but, as I said, due to circumstances beyond our control, the All-India Bar Council did not come into existence, and those who intended to enter the profession could not be admitted.

Shri Braj Raj Singh: But you could have anticipated these difficulties, because you say you have no power to intervene in the affairs of the Bar Councils as in the case of West Bengal.

Shri Hajarnavis: After I have made the motion, if the hon. Member asks any question, I will certainly reply to them.

Therefore, we thought it necessary to promulgate an ordinance. Under the ordinance the difficulties were sought to be removed. Section 58 (1)—I will come to Clause 4, which is the main clause—reads:

> "Where a State Bar Council has not been constituted, or where a State Bar Council so constituted is unable to perform its functions by reason of any order of a court or otherwise...."

It so happened that in respect of elections to certain State Bar Councils, an injunction was issued by the courts because of disputes. Those injunctions I am told, have now been dissolved, but at that time when the ordinance was issued, that was the position.

[Shri Hajarnavis]

Therefore, the power of admission was given back to the High Courts, so that persons desirous of entering the profession in the intervening period might not suffer.

Then, as I have pointed out, before the State Bar Councils could admit, it was necessary that the rules had to be approved by the All-India Bar Council. So, in section 58 (2) it was said that even though the rules had not been framed, the State Bar Councils would be able to admit the advocates on the rolls.

One of the most important features of the Advocates Act was that a person who had been enrolled as an advocate would be entitled to practise in all courts, including the Supreme Court, but till the common roll came into existence, this right could not be exercised. Chapter IV has not yet come into force; it cannot till the All-India Bar Council is formed. But in order that that right should be invested as early as possible to members of the profession, clause (3) provides that the moment a person is enrolled as an advocate in any High Court, he would, as of right, be entitled to practise in the Supreme Court until Chapter IV comes into force.

Then we have brought into force section 50 (2) which has repealed the provisions in the Legal Practitioners Act and the Bombay Advocates Act relating to enrolment. The right to enrolment has got to be continued. There is no authority who could continue that. Therefore, for the interim period the right has been continued under clause 4.

We want to add another amendment which would read as section 59. By this, power is being taken to the Central Government to provide for an order published in the Official Gazette to make provisions not inconsistent with the purrposes of the Act as would be necessary and expedient to remove any difficulty.

Clause 2 deals with the members of the Central Legal Service. As the Act reads, it refers to a person who is a member of the Central Legal Service. Persons who are in the Central Legal Service are hardly likely to enrol themselves as Advocates. They are likely to seek admission only after they cease to be officers of the Central Legal Service.

Shri V. P. Nayar: Have you defined the Central Legal Service?

Shri Hajarnavis: It is known.

Shri Braj Raj Singh: Has it been defined in the General Clauses Act?

Shri Hajarnavis: It is known. Not everything need be defined.

Shri V. P. Nayar: Will every member of the Service be included?

Shri Hajarnavis: Therefore, the words, 'has been a member' have to be added, so that it will provide for a person who has ceased to be a member of the Central Legal Service, to apply for admission.

Then, amendment to section 54 provides for a correction of an omission. As the Bill was framed, it provided for nomination of judges to the Bar Council; but since that provision was delected by the Select Committee, there are no longer nominated members. Therefore, the words in section 54 have no application. They are to be delected.

This, in short, is the Bill which I commend to the acceptance of the House.

Mr. Speaker: Motion moved:

> "That the Bill to amend the Advocates Act, 1961, be taken into consideration."

Shri Braj Raj Singh: May I just enquire from the Law Minister whether the rules to be framed under this Act have been framed by the Central Government?

Shri Hajarnavis: We have no power to frame the rules. What we did was, we framed model rules and circulated them to the High Courts so that the State Bar Councils may take them as the basis and frame their own rules.

Shri N. R. Muniswamy (Vellore): Have any rules been framed by the All India Bar Council?

Shri Hajarnavis: No.

Sir, there is one more statement which I might make. I have just now received information that the State Bar Council has been formed in West Bengal under the Act on 28-2-62.

Shri V. P. Nayar: Mr. Speaker, Sir, before I bid farewell to the House and also to the profession to which I have belonged for 15 years, I think, it is in the fitness of things that I speak a few words on this Bill.

Mr. Speaker: What is that profession?

Shri V. P. Nayar: Advocate.

Mr. Speaker: Should he announce it here?

Shri Hajarnavis: I suppose he is not leaving the profession.

Shri V. P. Nayar: I am forced to leave it and for some reasons, I am leaving the profession because I am physically incapacitated from continuing in it. That I did not want to say.

This Bill had been generally welcomed when it was introduced in this House by all sections as also in the other House. I should have thought that the Law Ministry which is fortunately headed by two experts in law, unlike other Ministries, should give a little more thought to the original provisions. And, if they had done so, they would have had no opportunity to bring forward such an amending legislation, when, as they say, we were waddling from the valley like a lame duck.

As I said before, this Ministry is fortunately having the guidance of two experts. And, at the time when Parliament passed this law, they did not for a moment anticipate why it may not be possible for West Bengal to form a Bar Council as it was the intention of this House to form. The hon. Minister just now told us that this had been formed on the 28th of February. If that was formed a little earlier, I think we could have avoided the discussions now and, even the Ordinance itself.

The last sentence of the Statement of Objects and Reasons says that opportunity has been taken to make certain minor drafting changes in the Advocates Act. I ask this very simple question of the hon. Law Minister? If the Law Ministry sets an example of coming back to the House within a few months of passing a legislation and asking for minor changes to be made what would be the attitude of the other Ministries? I want the Law Ministry to set an example in the matter of drafting legislation, to the other Ministries; the other Ministries do not have specialists for drafting. Here, under the guidance of two very eminent lawyers if this happens, it is small wonder that every day some Minister comes before us and says: this Bill has to be amended like this. This is setting a bad precedent and the Law Ministry should take proper care in this regard. It must correctly anticipate and see that no such amendments are necessary in very minor matters so as to take the time of the House.

There is another aspect in this Bill. I am very glad that we have given the same status to all the advocates in India and that we have done away with the distinctions which prevailed between one group of advocates and others. But when I read the Bill as also the amendment of Shri Muniswamy I find that a little change is necessary to the original Act. His amendment says.

[Shri V. P. Nayar]

"Provided that the rules so made shall not apply to the advocates enrolled prior to the 1st day of December 1961 on the roll of the Supreme Court to practise as of right as advocates on record if they so elect."

I understand that the Supreme Court has laid down a rule—in 1939 or 1960—that an examination is necessary for a person to enrol as an advocate on record. I think that is Shri Muniswamy's point. I see no reason why, when we make such an elaborate change in the existing law we should not provide for certain retrospective effect to those persons who have already functioned as advocates. Maybe, for some reason or other, they would not have continued in actual practice. Is it the suggestion that they should again go through the indicated procedure and then get themselves enrolled again? Even among the Members of the House there are some instances. The have chosen to come to this House leaving their profession because there was pressure from the people of the constituency that they should contest elections. As we know by our experience in the last ten years it is absolutely impossible for a lawyer to give equal attention to the profession as also to this House and some of us have chosen to pay more attention to the House. I do not belong to this category at all but I suggest that retrospective effect should be given. There are many persons outside the House who have once enrolled but who had not continued in actual practice nor taken any examination. To such people there should be no hardship. Therefore, I say that this amendment should be welcomed by the Government.

There was a point made by the hon. Minister about the Central Legal Service. Where is it defined? We know the Indian Civil Service; we know the Indian Administrative Service. But what is this central Legal Service? What is its strength? What are the qualifications for entry into it? Without saying anything, the hon. Minister says that it is well known. We know that there is a central law agency. That is well known. We know also...

Shri Hajarnavis: That also is not defined or prescribed.

Shri V. P. Nayar: You do not give the right for anyone of them to appear in a court also. But here, when you give the right to become an advocate to a person who has been in a service which has never been declared, which has never been defined anywhere, I think it is not proper. So, I want an answer from the hon. Minister to that question, before you declare that a member of the Central Legal Service is entitled, on retirement or on leaving the service, and has the right to, enter the bar. I certainly want to know what is the Central Legal Service. If the hon. Minister could give me an answer, to that extent, the argument is not necessary.

Mr. Speaker The hon. Member wants to know whether there is any definition of this service.

Shri Hajarnavis: I am informed that rules are framed, and I am trying to procure the copy of the rules, but before a person enters the Legal Service, he must have at least seven years' practice as an advocate or seven years' experience as a judicial officer. That will allay any apprehension that my learned friend feels, namely, that persons not qualified or who are not advocates or who have no experience as a lawyer are entering the Central Legal Service.

Shri V. P. Nayar: That again is a disqualification and a discrimination. That creates a further difficulty; when you lay down the qualifications which will entitle a person to be an advocate you do not insist on any length of

practice at all. So, far a person who enters the Central Legal Service, seven years' practice becomes absolutely necessary. In order to secure a place in the Central Legal Service, a person should have seven years' experience. That becomes a discrimination against that person, because, in other case, you do not require a qualification in regard to the length of practice. So, in the case of a person who enters the Central Legal Service, such practice becomes compulsory and mandatory.

Shri Hajarnavis: May I remind the hon. Member that a provision about the Central Legal Service is already in the Act passed by this House. All that we are trying to do now is that a person who has retired from the service would also be similarly entitled.

Shri V. P. Nayar: I want to pose this question because there seems to be some confusion. If the hon. Minister gives me a satisfactory answer, I am prepared to withdraw the argument. If a person enters the Central Legal Service and if he functions as a paid employee of the Government, is he entitled to go and argue a case in a court of law? This is exactly what is obtaining at present. I know that as a matter of fact the Government advocate today, who is functioning in the Supreme Court, is a paid employee. Nevertheless, he is appearing in cases in which the Government is a party. Shri C. R. Pattabhi Raman knows that in every case where either the Solicitor-General or the Attorney-General enters appearance, you will find that they are assisted by so and so, so and so. I do not want to discuss names here, because names themselves may suggest something. I leave it. But the point is that in such cases a paid employee of Government is allowed under the rules to appear in the court and function as an advocate. What is the distinction in this case, if you throw it open to the Central Legal Service? I cannot understand. At present, even a person on a monthly remuneration from the Government is entitled to appear because he belongs to the Central Government. Now, you bring forward a rule which says that if a person is in the Central Government, and if he leaves it, he is competent to appear. I have not been able to find any definition as to what the Central Legal Service actually means. That is why I find this difficulty. Supposing a person enters the legal service as an assistant or a clerk or a typist and then qualifies himself in law, is he not competent to go and enrol? That is the reason why I say that even in the constitution of the Central Legal Service you make a distinction. If you enter the Central Legal Service and then become a law graduate, you are forbidden from starting practice, because, if you belong once to the Central Legal Service, it must be strictly the Central Legal Service with seven years' practice behind. Even in the Central Legal Service, you are not treating all people who are basically qualified to function as advocates on the same footing. That is my difficulty. I would request the Minister to consider whether some change is necessary. If he asks me whether I can suggest some amendment, I cannot, because I admit I have not bestowed so much attention to this particular provision. But the fact remains that there is some difficulty, which has to be got rid of, especially because this is a legislation which the experts themselves are making for other experts. When the Law Ministry makes a particular enactment and brings it before the House, it should certainly be a model legislation. So, we should not leave it so pleasantly vague; we should be more categorical about it and see that it is not capable of further interpretation according to one's own requirements.

From the Statement of Objects and Reasons, I find that all the States were written to. I know that in all the States there were some sort of Bar Councils, that all of them are autonomous and the State Governments practically have no control over them. But in this case, the Parliament has passed a law and the Bar Councils

[Shri V. P. Nayar]

have been requested by the Central Government—it may or may not be through the State Governments—but in requesting the Bar Councils of the States, certainly the Law Ministry or the officer who had made the reference, would have indicated that Parliament has passed this law. I would like to know which of the Bar Councils in India can flout an enactment passed by this Parliament. When we passed the law, it was obvious that unless the Bar Councils were formed, there was not a ghost of a chance to form the Central Bar Council. Having known that Parliament has passed a law which made it mandatory, why is it that one particular State did not constitute the Bar Council? It is precisely because of that that we have to go through the extraordinary process of promulgating an ordinance and come before the House at the fag end of the lame duck session with this Bill. My friend, Shri Muniswamy, tells me that there was this lacuna. If there was a lacuna, who was responsible for it? This is not drafted by lay men. The Law Ministry has experts. Further, both the Ministers are very keen that they should bring a model legislation. Otherwise, I have nothing to object to the provisions of the Bill. They are necessary. I hope my hon. friend, who will again be in the House in this position or in a better position, will ensure that such things do not happen under his control.

Shri N. R. Muniswamy: Two important observations were made by the previous speaker, one with regard to the drafting lacuna and the second with regard to the West Bengal Bar Council not having been formed under the Act of Parliament. I submit that unless there had been some lacuna, it would not be possible for us to discuss this Bill. Whenever an amending Bill is brought before the House, we take the opportunity to ventilate some other grievances also, which might have escaped our attention earlier.

It is possible that this Parliament, many Members of which are lawyers, might have omitted to consider some important and salient features, which have been brought in by the amending Bill. We must always welcome amendments; in this evolutionary period, there are bound to be ups and downs. So, if we have to amend an Act, it does not reflect on the ability of the draftsmen and does not mean that they have not got proper vision to cover all possible things. It is not humanly possible to cover against all lapses and failures. So, there is nothing wrong in having an amending Bill to remove those defects and we must all welcome it.

Then I come to the point about West Bengal and the lacuna. When we passed this Act we have said that any law graduate can get himself enrolled as an advocate of any court. Usually, in all Bar Councils what happens is they must undergo certain training for a certain period after which they must pass an examination. After the passing of this Act, many of the law graduates who were fresh from the colleges got themselves enrolled as advocates. As a result of it, the other persons who have gone through one year's extra training felt that they were discriminated against. Now this amendment puts a stop to that discrimination. Because of the lacuna in the existing law so many people have taken advantage of it and got themselves enrolled as advocates, without undergoing this training which was very essential before enrolling themselves as advocates.

Then I come to the Central Legal Service, which consists of advocates. They lend their services to the Government and get emoluments in return from Government. They are not only servants of the Central Government but, at the same time, they are advocates also. They can practise. For example, Sir, you are a lawyer and, as a lawyer, you can practise in the Supreme Court. But it is not allowed.

Why? The Central Legal Service seems to be a privileged class, for they can practise as advocates also. This is not very conducive to having an efficient service. Even otherwise, this is a discrimination shown to those who have enrolled themselves as advocates before entering the Legal Service.

The Central Legal Service is a separate agency intended only to render service to the Central Government in cases where they figure either as plaintiffs and defendants or as appellants or respondents. They can not only plead but they can act. They can plead in the courts and they can assist other advocates. It looks as though a discrimination has been unintentionally brought in. So, it might possibly create some sort of discrimination between them and other servicemen. Therefore, I would suggest that this has to be looked into and at least next time when an amending Bill is brought forward this may be set right.

The other point mentioned by the previous speaker will become relevant when we come to the clause by clause consideration. Even then, I have to bring to your notice one small aspect in connection with the amendment. Anybody who enrols himself as an advocate has got the right to practise, plead and act. That has been provided in all Acts. Any advocate can plead as well as act. Here what happens is they have been cautious enough to have a saving clause whereby the Supreme Court can frame rules, so far as the Act is concerned. When the Letters Patent High Courts were installed in Madras, Bombay and Calcutta in the Original Side no one can practise unless he is assisted by the Solicitor. He has to file all the papers, take the records and then only the advocate can go and plead. That was the position when the Britishers were ruling the country. Now it has been given the go-by and any advocate can himself file papers, receive papers, plead and act. Similarly, on the same basis, when an advocate is enrolled as an advocate of any High Court, when he wants to get himself enrolled as an advocate of the Supreme Court, what happens is he must have at least ten years' standing as an advocate. Unless he has ten years' standing as an advocate, he cannot be enrolled as junior advocate of the Supreme Court. That also has been given the go-by, which is a welcome feature, because there should be no such difficulties as insisting on certain period of time like ten years' practice at the Bar to become a junior advocate of the Supreme Court.

Therefore, these are certain good features of this Act. But what happens so far as the action part is concerned? The pleaders who can act on the same basis as the solicitors in the Original Side, they wanted the same thing in the Supreme Court also.

The Supreme Court wanted to have these rules. These rules are that whoever acts as an advocate on record must go through certain examination and must have a permanent address, a clerk and an establishment. This is quite in consonance with the practice which must obtain in all High Courts, more so in the Supreme ourt. So, I quite agree that they must have these rules. But they are insisting upon an examination for all the advocates. This is creating a hardship for them. It is not possible for an advocate who was enrolled as a junior advocate in 1951 or 1952 to sit for an examination if he wants to be an advocate on record. I quite appreciate the point that he should know something about the procedure because otherwise any Tom, Dick or Harry, people who do not know anything can file papers etc. and create procedural difficulties. All these things are there. But they have given some room also. Those who want to enrol as advocates on record can do so within a certain time if they want to avail of it. Those who had not done it cannot hereafter do it. The rule-making power says that they must enrol themselves as advocates on record if they so elect, otherwise they can be junior advocates also and can simply plead. That is a very welcome

[Shri N. R. Muniswamy]

rule, but why should they insist on their sitting for an examination in the case of those who have already been there as junior advocates before 1959? I can understand if people who are coming now and are asking for enrolment as advocates on record are asked to sit for an examination, but why insist on others to sit for an examination when they were junior advocates much earlier than when the rule-making power came into existence? It looks as though we are taking away the right which was vested in them to plead as well as to act by making certain rules. I quite agree that the Supreme Court have framed the rules and we should not interfere with them. It is a sanctum and we should have a sanctimonius attitude. But they should not cause hardship to a particular advocate or advocates who are already junior advocates by forcing them to sit for an examination. That is the only point which I want to submit. I quite agree that they must have an office, a permanent address, a clerk and all other establishment but why ask them to sit for an examination? Even people who are experienced will find it difficult if they are asked to sit for an examination. We know what the results are. We cannot insist upon them. But when fresh advocates want to practise as advocates on record they must be insisted upon to sit for an examination

When you have given them the right to enrol as advocates on record and they have not done it, what you should do is that you should levy a penalty. You may say, "You have not availed of the facility and now you cannot have an exemption. If you want an exemption, pay Rs. 100 extra". Everybody enrols after paying Rs. 250 in the case of a junior and Rs. 500 in the case of a senior. But asking them to sit for an examination will be creating a great deal of hardship for persons who are already there as advocates. Opportunity was granted to them to avail of the facility but they have not availed of it. There may be many reasons for not availing it. But because they have not availed of it, you now place an onerous liability of sitting for an examination. It is very bad. I know the hon. Minister is very sympathetic in his attitude. He also says that it will create great hardship but he is very reluctant. The judges of the Supreme Court are very touchy. They do not want that their rules should be tampered with.

Shri Hajarnavis: Why should the hon. Member not leave it to me to say what I want to say in this matter?

Shri N. R. Muniswamy: I am very sorry. I had anticipated it. Evidently he is very much against this and not very sympathetic as I thought. It looks like that

Mr. Speaker: How long does he want to speak? Is he concluding?

Shri N. R. Muniswamy: I may conitnue tomorrow. I want five minutes more.

Mr. Speaker: He may continue tomorrow.

17.05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 28, 1962/Chaitra 7, 1884 (Saka).

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MOTION FOR ADJOURNMENT AND QUESTION OF PRIVILEGE . . . 1993—2003

The Speaker withheld his consent to the moving of an adjournment motion given notice of by Shri P. G. Deb and to the raising of a question of privilege given notice of by Shri Hem Barua regarding publication in the *Statesman*, dated the 26th March 1962, of terms of agreement between Government of India and ENI Italian Oil Company, which had not been disclosed to the House by the Minister of Mines and Oil.

CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE . 2003—06

Shrimati Renu Chakravartty called the attention of the Minister of Works, Housing and Supply to retrenchment of about 300 workers of Horticultural Department of C.P.W.D. consequent on transfer of certain lawns and parks to NDMC.

The Minister of Works, Housing and Supply (Dr. B. Gopala Reddi) made a statement in regard thereto.

PAPERS LAID ON THE TABLE . . . . . 2306—08

1)A copy of the Rubber (Second Amendment) Rules, 1961 published in Notification No. G.S.R. 29 dated the 6th January, 1962, under sub-section (3) of section 25 of th Rubber Act, 1947. . . .e

PAPERS LAID ON THE TABLE—*contd.*

COLUMNS

(2) A copy each of the following papers :

(i) Annual Report of the Hindustan Antibiotics Limited for the year 1960-61, along with the Audited accounts and the comments of the Comptroller and Auditor General thereon, under sub-section (1) of section 619A of the Companies Act, 1956.

(ii) Review by the Government on the working of the above Company.

(3) A statement showing cases in which the lowest tenders have not been accepted by the India Store Department, London and India Supply Mission, Washington, during the half-year ending the 31st December, 1961.

(4) A copy of Notification No. G.S.R. 346 dated the 17th March, 1962 extending the Employees' Provident Funds Act, 1952 to certain trading and commercial establishments.

(5) A copy of the Revised Estimates for the year 1961-62 and Budget Estimates for the year 1962-63 of the Employees, State Insurance Corporation, under section 36 of of the Employees' State Insurance Act, 1948.

REPORTS OF ESTIMATES COMMITTEE—PRESENTED 2008-09

(i) Hundred and sixty-third Report ;

(ii) Hundred and sixty-fourth Report ; and

(iii) Hundred and fifty-first Report were presented.

REPORT OF PUBLIC ACCOUNTS COMMITTEE—PRESENTED. . . 2009

Forty-second Report was presented.

REPORT OF JOINT COMMITTEE ON OFFICE OF PROFIT—PRESENTED . 2009

Fifth Report was presented.

COLUMNS

BUDGET (RAILWAYS) GENERAL DISCUSSION . 2009—59

General Discussion on the Budget (Railways), 1962-63 continued. The Deputy Minister of Railways (Shri Shahnawaz Khan) replied to the debate and the discussion was concluded.

DEMANDS FOR GRANTS ON ACCOUNT-BUDGET (RAILWAYS)—1962-63 2059—2113

Demnds for Grants on Account for 1962-63 in respect of the Budget (Railways)were voted in full.

BILL INTRODUCED AND PASSED 2113-14

The Deputy Minister of Railways (Shri Shahnawaz Khan) introduced the Appropriation (Railways) vote on Account Bill, 1962 and also moved for consideration of the Bill.

The motion was adopted. After clause-by-clause consideration, the Bill was passed.

COLUMNS

BILL UNDER CONSIDERATION . . . . . 2114—30

The Deputy Minister of Law (Shri Hajarnavis) moved that Advocates (Amendment) Bill, 1962 be taken into consideration. The discussion was not concluded.

AGENDA FOR WEDNESDAY, MARCH 28, 1962/Chaitra 7, 1884 (Saka).—

(1) Consideration and passing of:

(i) Advocates (Amendment) Bill;

(ii) Air Corporations (Amendment) Bill, as passed by Rajya Sabha: and

(iii) Indian Succession (Amendment) Bill, as passed by Rajya Sabha.

(2) Discussion on motion re. Report of Hindustan Machine Tools, Ltd.

GMGIPND—LS II--2041 (Ai) LSD—7-4-62—945.

PLS 40.LXII.No.11.62.
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